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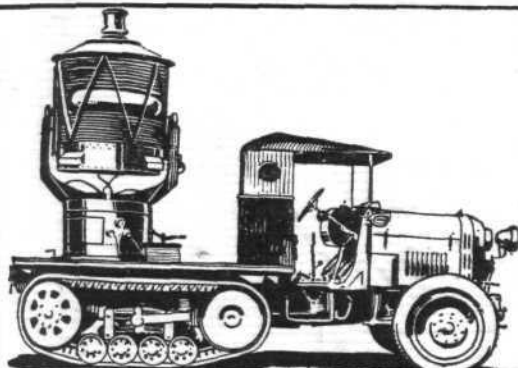
AERO CLUB OF THE UNITED KINGDOM.

No. 1069. (No. 25. Vol. XXI.)

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JUNE 20, 1929.

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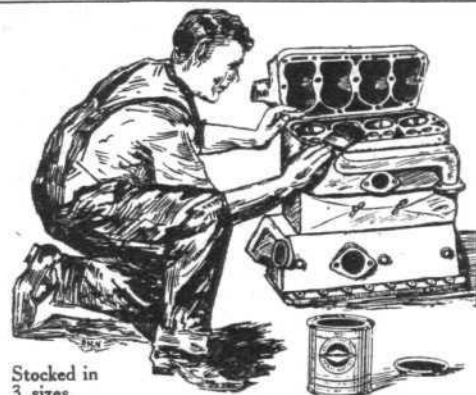
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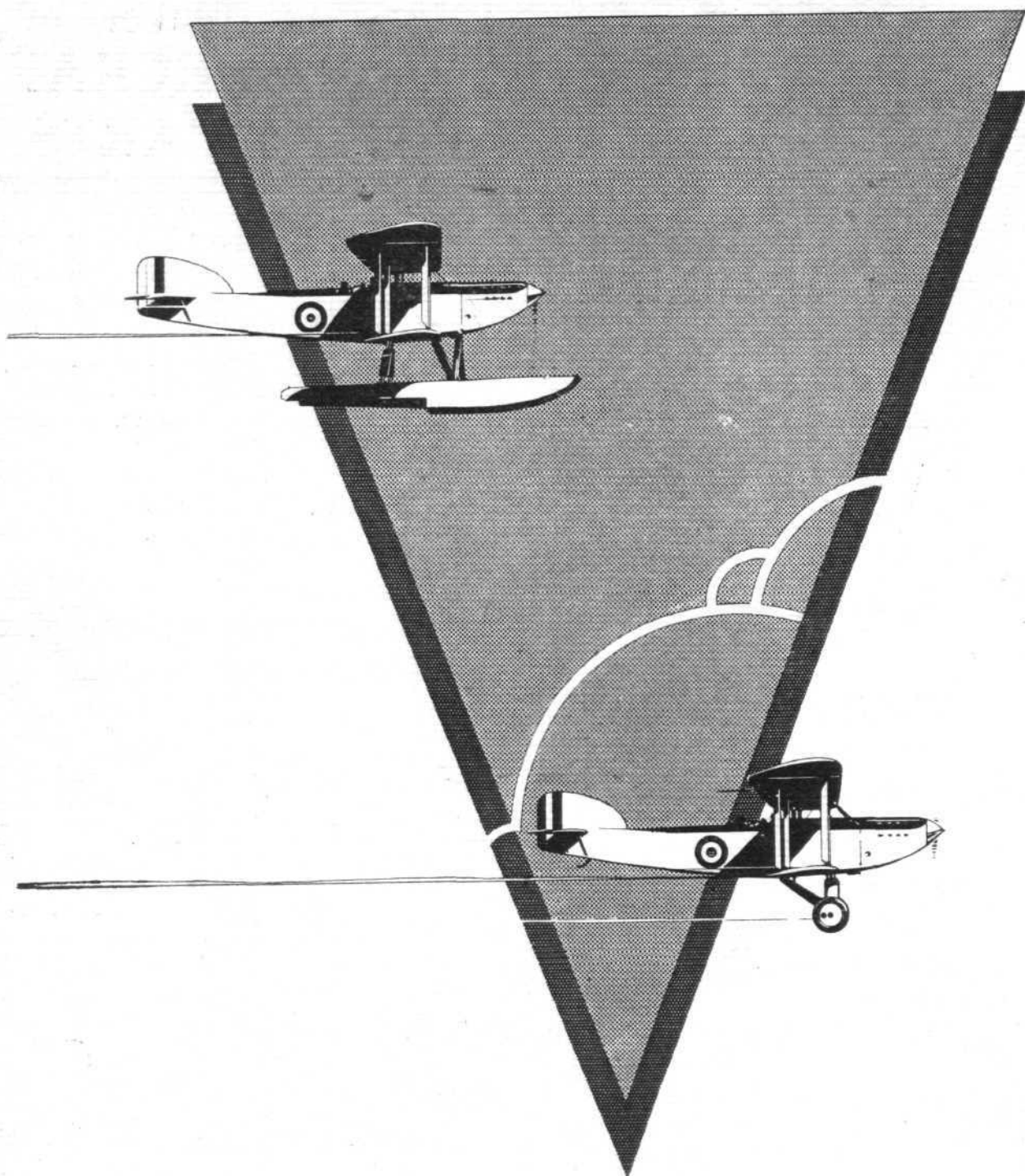
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No. 1069. (No. 25. Vol. XXI.)

JUNE 20, 1929

Weekly, Price 6d.
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Editorial Offices: 36, GREAT QUEEN STREET, KINGSWAY, W.C.2

Telephone: Holborn 3211. Telegrams: Truditur, Westcent, London.

Annual Subscription Rates, Post Free.

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EDITORIAL COMMENT



MERELY because it just failed to beat an existing world's record, comparatively little notice has been taken both at home and abroad, of the really splendid flight to India made by Squadron-Leader Jones-Williams and Flight-Lieutenant Jenkins in a Fairey monoplane with Napier "Lion" engine.

Yet the flight was one of which British Aviation may well be proud. But it was not a "gamble with death," nor were there any stowaway "heroes" on

"Back
under own
Power"

board, and so the world at large dismissed it with a shrug, if indeed it thought anything about it at all. As a service exercise, with two R.A.F. officers as crew, the London-Karachi non-stop flight was made with very little "fuss," as befits the Royal Air Force, and the return flight passed almost unrecorded. While we have no desire to see Royal Air Force officers "mobbed" every time they have done something noteworthy (indeed in that case we should have more or less continuous "scenes") it is not good that everything which the R.A.F. does should be allowed to assume in the eyes of the general public a status of unimportance. The return of Squadron-Leader Jones-Williams and Flight-Lieutenant Jenkins last Saturday to Cranwell aerodrome in Lincolnshire was witnessed by representatives of the R.A.F., the two firms concerned in the flight, and the press, but the general public had scant opportunity to show its appreciation. We do not doubt that the two officers who made the flight preferred it to be so, even had they had any choice in the matter, and the Air Chief had decreed that Cranwell was the starting point of the flight and should be the finishing point.

Personally we do not see that R.A.F. discipline and dignity would have suffered had the first port of call in England on the homeward journey been Croydon instead of Cranwell. Then at least a section of the public could have witnessed, even if at a decorous distance, the home-coming of two officers who have done a very great deal to maintain the prestige of British aviation abroad by making one of the finest flights of recent years. As it is, it is quite certain

DIARY OF CURRENT AND FORTHCOMING EVENTS

Club Secretaries and others desirous of announcing the dates of important fixtures are invited to send particulars for inclusion in this list—

1929.	
June 19-22	F.I.A. Conference, Copenhagen.
June 22	Air Display at Northenden, Cheshire.
June 27-30	Rotterdam International Air Meeting.
July 5-6	King's Cup Race and Siddleley Trophy Tour.
July 13	R.A.F. Display at Hendon.
July 16-27....	7th International Aero Exhibition, Olympia.
July 25	Bleriot Cross-Channel Flight Anniversary Fete, Calais.
July 28	International Flying Meeting, Sweden.
Aug. 1-14....	French Light Plane Meeting, Orly.
Aug. 15	International Balloon Race, Poland.
Sept. 6-7	Schneider Trophy Race, Solent.
Sept. 10-20	Aero Club de France Meeting, Le Baule.
Oct. 1	Gordon-Bennett Balloon Race, St. Louis, U.S.A.
Oct. 31	Guggenheim Safe-Aircraft Competition Closes.

that John Citizen (not forgetting Jane, his wife) will entirely fail to realise that two British R.A.F. officers in a British aeroplane with British engine have made a flight which missed being a world's record by a very small margin only, and which for all that, has provided an excellent proof of the qualities of British aircraft and British aero engines. If this country is to make the progress with aviation which we all hope for and expect, it is very necessary that the British public should be educated to distinguish between really meritorious flying and flights which are mere sensational "stunts." The recent French flight across the Atlantic, in our opinion, served no very useful purpose except that of demonstrating that the Bernard monoplane and its engine were capable of a prolonged non-stop flight. That this flight took place over the Atlantic instead of over land did not in the slightest increase the technical value of it. In point of fact, many French flights have been made recently which have been much more convincing than is this rather useless "stunt," but which did not involve the repetition of a feat that has already been accomplished several times, and the perpetuation of which is of little service to aviation.

Although full details are not yet available, and will not be published until a second attempt has been made, it is quite evident that the Fairey monoplane would, under reasonably favourable circumstances, be able to beat the world's long-distance non-stop record. The take-off at Cranwell proved such that it is estimated that the machine would have got off with its tanks full. As it was, the tank capacity was not utilised to the utmost, and this fact necessarily reduced the range. To us, however, it is a matter of relatively small importance whether the machine beat the record or not. Its non-stop flight to a point some considerable distance beyond Karachi and then quickly back to Karachi to avoid a forced landing in unsuitable country, is in itself proof enough both of the efficiency of the Fairey monoplane and the reliability of the Napier engine. Had the two officers decided to carry on, they would have got within about 100 miles of the record, but the machine might possibly have been smashed in landing. They very wisely decided to return. And the flight to Karachi was far from being favoured by ideal conditions. Over Europe rain and cloud prevailed, and after passing Constantinople a strong south wind was encountered. After leaving Baghdad the head wind was so strong that the ground speed made good was reduced to 72 m.p.h. and beyond Bushire the ground speed even dropped to 62 m.p.h. Under the circumstances, it was rather a wonderful feat for the machine to reach Karachi at all, and failure to beat the record, although naturally disappointing, need not cause us undue worry.

How well machine and engine had withstood their

strenuous task is proved by the fact that the machine was flown back to England, without a change of engine, and with but a top overhaul. Record or no record, that fact speaks for itself.

♦ ♦ ♦

The small, low-powered, single-seater aeroplane for which so many aviation enthusiasts have been sighing for several years has arrived. Of that there is no doubt. At present it is not actually on the market, but that is purely a question of time. The "prototype," to use a familiar French term, of at least two such machines are in existence, and at least one of these will be exhibited at Olympia next month. In FLIGHT of May 30 we published an illustrated description of the new A.B.C. "Robin," and this week we give drawings and details of the Comper "Swift." The two machines are rather dissimilar, but they do have this in common that they are fitted with the 40 h.p. A.B.C. "Scorpion" engine, and they are both monoplanes. Also, the price in both cases is likely to be in the neighbourhood of £400.

This figure, which may at first sight appear somewhat high, should not be regarded as an irreducible minimum. If and when the demand for this class of machine enables quantity production to be undertaken, there is little doubt that a substantial reduction in price can and will be effected. In the meantime, there must be many young men who can afford to spend £400 on their hobby, but who could not quite manage the £650 asked for a two-seater, nor the higher running costs of the larger machine. It should be remembered that the "Scorpion" engine which has been chosen both for the "Swift" and the "Robin" is rated at 35 h.p. only and develops a maximum of about 40 h.p. Its fuel consumption is very low, and both machines are estimated to cruise at the relatively high speed of 85 m.p.h. at a fuel consumption of 40 miles per gallon or so. This is as cheap flying as could reasonably be expected. And the engine spares are few and of low cost, so that engine maintenance should not be a serious item. The machines themselves are of very simple construction, and repairs and replacements should not be onerous either. Insurance is likely to be the most expensive part of flying these small machines at the present time, but in this respect also reductions are to be expected. In any case, the lower initial cost of the small "motor cycles of the air" is bound to be reflected in the size of the insurance premiums, and altogether one may look forward to a rapid increase in the popularity of the low-power single-seater. The light plane clubs should find the class useful for solo work, as by hiring the single-seaters out to more advanced pupils, the two-seaters could be kept occupied in their principal rôle of dual instruction machines.



The Prince of Wales

THE Prince of Wales arrived by air at Manston, Thanet, on June 13, while the annual athletic meeting of the Royal Air Force was in progress. He afterwards left for Sandwich. The Prince's aeroplane was accompanied by another machine.

New Zealand Aviation

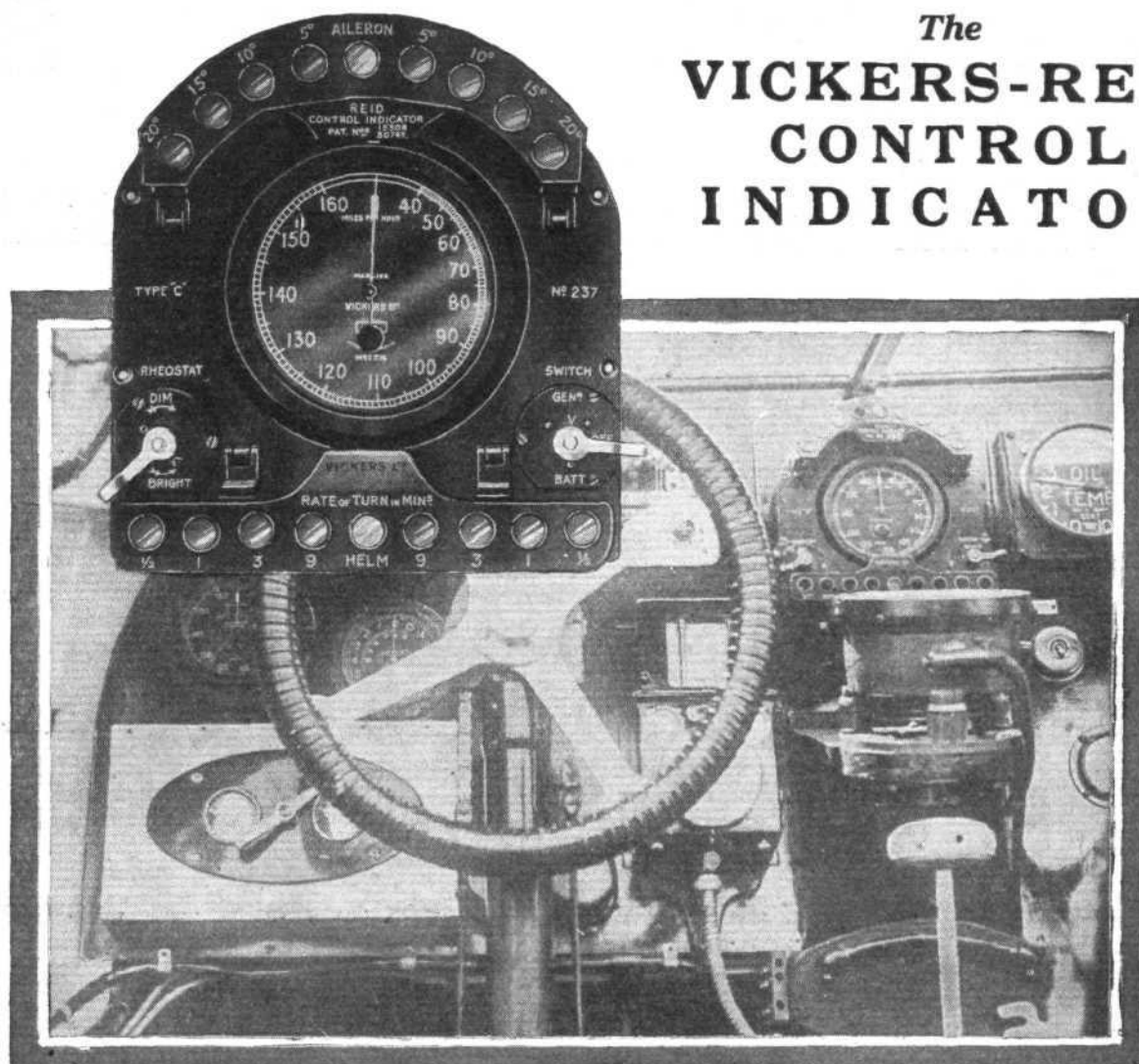
MR. WILFORD, the New Zealand Minister of Defence, has outlined plans for the development of civil aviation as an aid to air defence, states *The Times*. The sum at present voted for defence was, he said, £1,000,000, of which £525,000

was required for the upkeep of two cruisers and the contribution to the Singapore base. If war were to come, air defence would be supremely necessary. In his opinion they could make provision for it only by the development of civil aviation. The country could not afford a great scheme of air defence, and must move gradually. He predicted that within two years there would be important progress in civil aviation in the Dominion, and he outlined a plan for the establishment of flying grounds which will enable all the Provinces of North Island to be connected by air.

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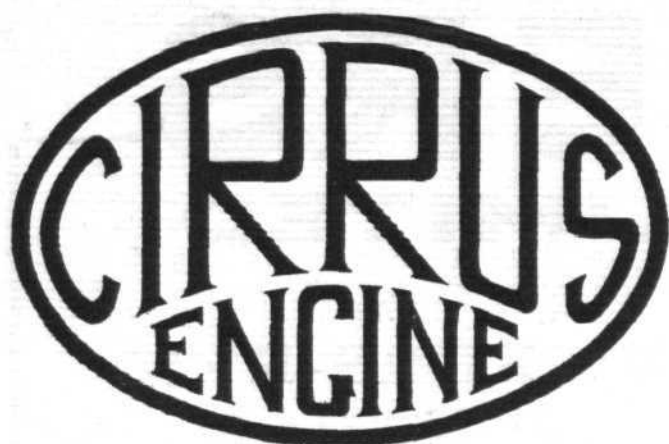
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International Aero Exhibition
16th to 27th July, 1929.
Stand No. 85, Olympia.



*See Royal Air Force Display,
Hendon, 13th July.*

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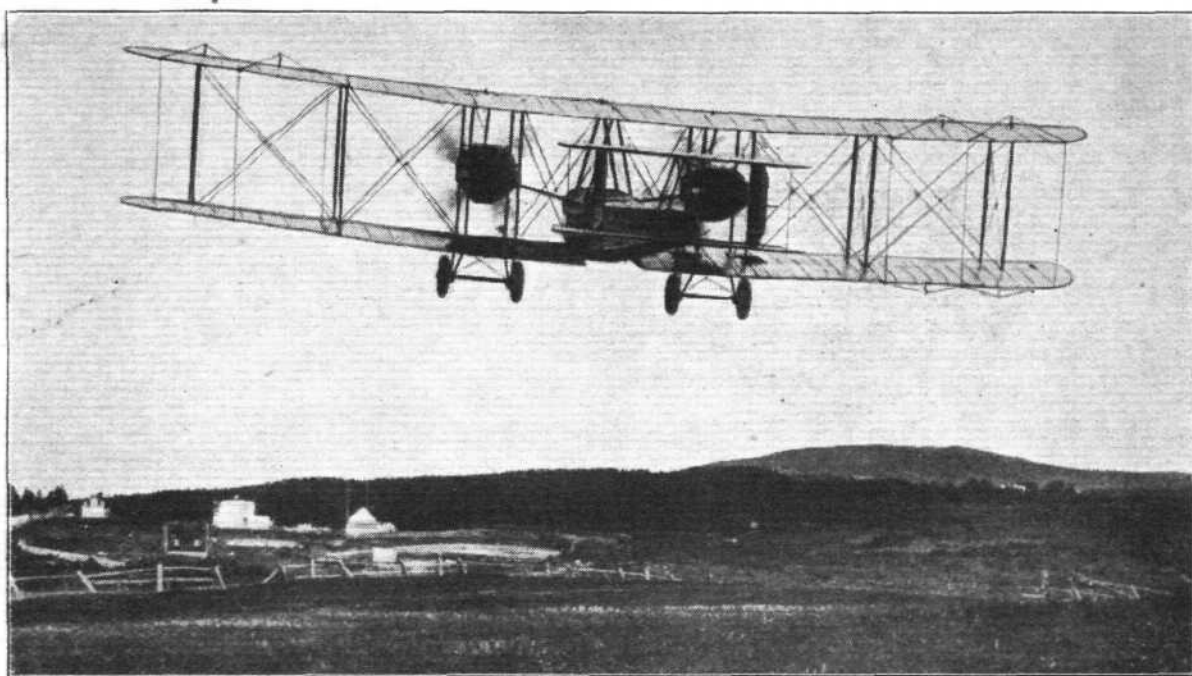
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*J. Alcock
Capt. N. S. S.*

*Arthur Brown
3rd Manchester att^d R.A.F.*

FIRST NON-STOP ATLANTIC FLIGHT



The Vickers "Vimy" Biplane, with two 350-h.p. Rolls-Royce engines, piloted by Capt. John Alcock, with Lieut. Arthur Whitten Brown, leaving Newfoundland on June 14, 1919.

LAST week—on June 14—was the tenth anniversary of the first non-stop aerial crossing of the Atlantic—a feat, accomplished by two British airmen on a British machine, which at the time thrilled the whole world, but which, as pointed out recently by Sir Charles Wakefield, had, in the meantime "been allowed to sink into comparative oblivion." On Friday last, however, this state of affairs was fortunately set aright, when for the first time since the actual flight was made, the magnificent feat of courage and endurance on the part of the two airmen, the late Sir John Alcock and Sir Arthur Whitten Brown, was commemorated by a luncheon at the Savoy Hotel, given by Vickers, Ltd., and Rolls-Royce, Ltd.

Of this memorable luncheon, more anon; first, let us go back ten years and refresh our memories regarding the first of a form of long-distance flying which, during the last few years, has become almost a commonplace occurrence—in fact, on the very day of the tenth anniversary the Atlantic was again flown by three French airmen, to which reference is made elsewhere in this issue.

It will be recalled that there were several aspirants for the honour to be the first British subject to fly the Atlantic, for which the *Daily Mail* offered a prize of £10,000, together with 2,000 guineas from the Ardath Tobacco Co., and £1,000 from Mr. Lawrence R. Phillips. Just previous to the Alcock-Brown flight, the late Harry Hawker, with Com. Mackenzie-Grieve, made their glorious failure (May 19, 1919), in the Sopwith which ended in mid-Atlantic, while the U.S. Navy "N.C." flying-boats had succeeded in flying from New York to Plymouth, via the Azores and Lisbon—and although this flight took nearly a month to accomplish, it was actually the first aerial crossing of the Atlantic (May 8-31, 1919).

Regarding the Alcock-Brown flight, we cannot do better than quote from the report published in *FLIGHT* for June 19, 1919:—

"The news that the machine had definitely started on its voyage came in the form of the following message from

Lieut. Clements, R.A.F., the official starter at Newfoundland:

"Capt. Alcock and Lieut. Brown left St. John's, Newfoundland, in a "Vickers-Vimy" machine on a flight to England today, June 14, at 4.13 p.m., Greenwich mean time."

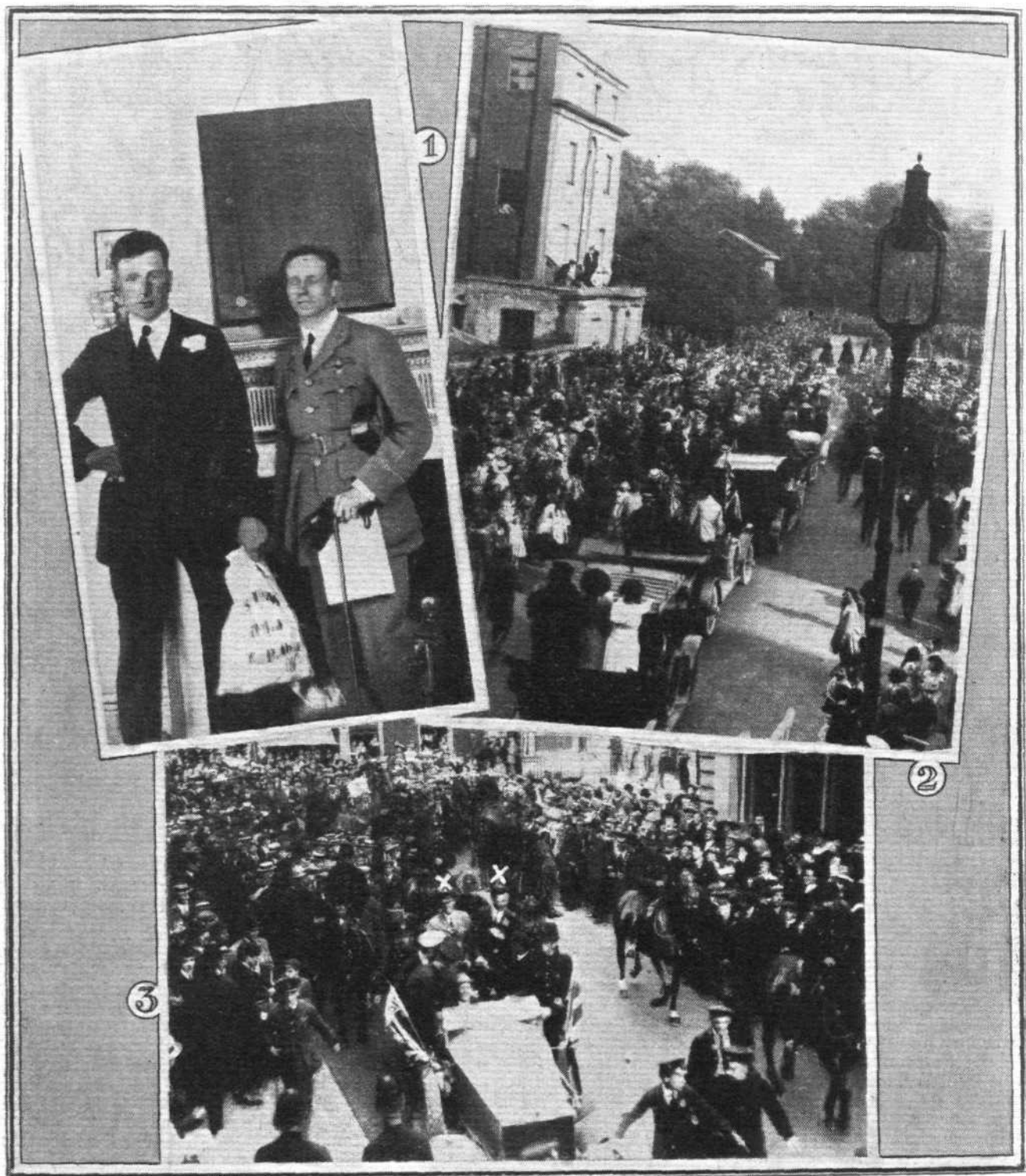
"Then followed a silence of a little over sixteen hours, ending by the following message from Capt. Alcock and Lieut. Brown to the Royal Aero Club, sent off from the wireless station at Clifden:—"Landed Clifden, Ireland, at 8.40 a.m., Greenwich mean time, June 15; "Vickers-Vimy" Atlantic machine, leaving Newfoundland coast 4.28 p.m. (G.M.T.), June 14. Total time, 16 hrs. 12 mins. Instructions awaited."

"The Royal Aero Club representative, Maj. R. H. Mayo, was in Dublin, but he immediately set out for Clifden, and by a friendly lift in an aeroplane and the aid of a motor car he got across Ireland in the quickest possible time. After an examination of the machine he wired the following message to the Royal Aero Club:—

"The official time of arrival in Ireland (crossing the coast) was 9.25 a.m., British summer time, actual landing time 9.40 a.m., B.S.T. I have examined the machine and found everything in order."

"As soon as the formalities were completed, Capt. Alcock and Lieut. Brown dismantled the instruments from their machine and prepared to make for London as quickly as possible. . . . They were given a civic reception at Galway, and all the way to Dublin, on Monday afternoon, they had a most enthusiastic greeting. On arrival at Dublin, it was intended that Capt. Alcock and Lieut. Brown should go to the Royal Irish Automobile Club, but the students of Trinity College carried Capt. Alcock into 'commons,' where there was much cheering with some speeches. Eventually the provost rescued the pilot and he and Lieut. Brown were able to go to the Automobile Club for dinner, afterwards proceeding to the Chief Secretary's Lodge where they spent the night as the guests of Mr. Macpherson.

"Capt. Alcock and Lieut. Brown crossed to Holyhead



"FLIGHT" Photographs

THE FIRST NON-STOP ATLANTIC FLIGHT: (1) "Alcock and Brown" photographed at the Royal Aero Club after their successful crossing of the Atlantic. (2) and (3) The "procession" leaving Euston, and arriving at the Royal Aero Club. Note the enthusiastic crowds.

on Tuesday morning, their progress from there to London being largely a repetition of the proceedings on the occasion of Mr. Hawker's homecoming. At Holyhead they were met by Mr. Pierson, the designer of the 'Vickers-Vimy,' and by Capt. Vickers. There was a very large gathering to see them off, and at Chester, Crewe, and Rugby there were cheering crowds. At Crewe, Mr. Claude Johnson, managing director of Messrs. Rolls-Royce, Ltd., joined the train, and at Rugby, Miss Kennedy, Lieut. Brown's fiancée, and her father, were waiting. . . . At Euston the platform was crowded, so much so that General Sir Capel Holden, the Vice-Chairman of the Royal Aero Club, was unable to get close enough to shake hands with Capt. Alcock.

"After some difficulty, Capt. Alcock and Lieut. Brown made their way to the car of Col. McClean. General Groves then handed to them, amid renewed cheering, messages from General Seely (Under-Secretary of State for the Air Department) and Maj.-General Sir Hugh Trenchard . . .

"The car then led the procession to the Royal Aero Club, outside which a large number of people had gathered to give Capt. Alcock and Lieut. Brown a very hearty reception."

Points of interest in the actual crossing were as follows:—Fog was very dense and they scarcely saw the sun or the moon or the stars. At times they had to descend to within 300 ft. of the sea, and for four hours the machine was covered in a sheet of ice caused by frozen sleet. Sometimes the machine performed all sorts of comic evolutions, for Alcock was unable to see any horizon.

The winds were favourable all the way—north-west and sometimes south-west. During the 1,950-mile flight they flew at an average altitude of 4,000 ft., and once to 11,000 ft. in an endeavour to get above the clouds and fog. Lieut. Brown was only able to take three readings for position, one from the sun, one from the moon, and one from the Pole Star and Vega. The Rolls-Royce engines were nursed all the way by Alcock, and one-third of the petrol supply was left when

DOPED WITH



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16th April, 1929.

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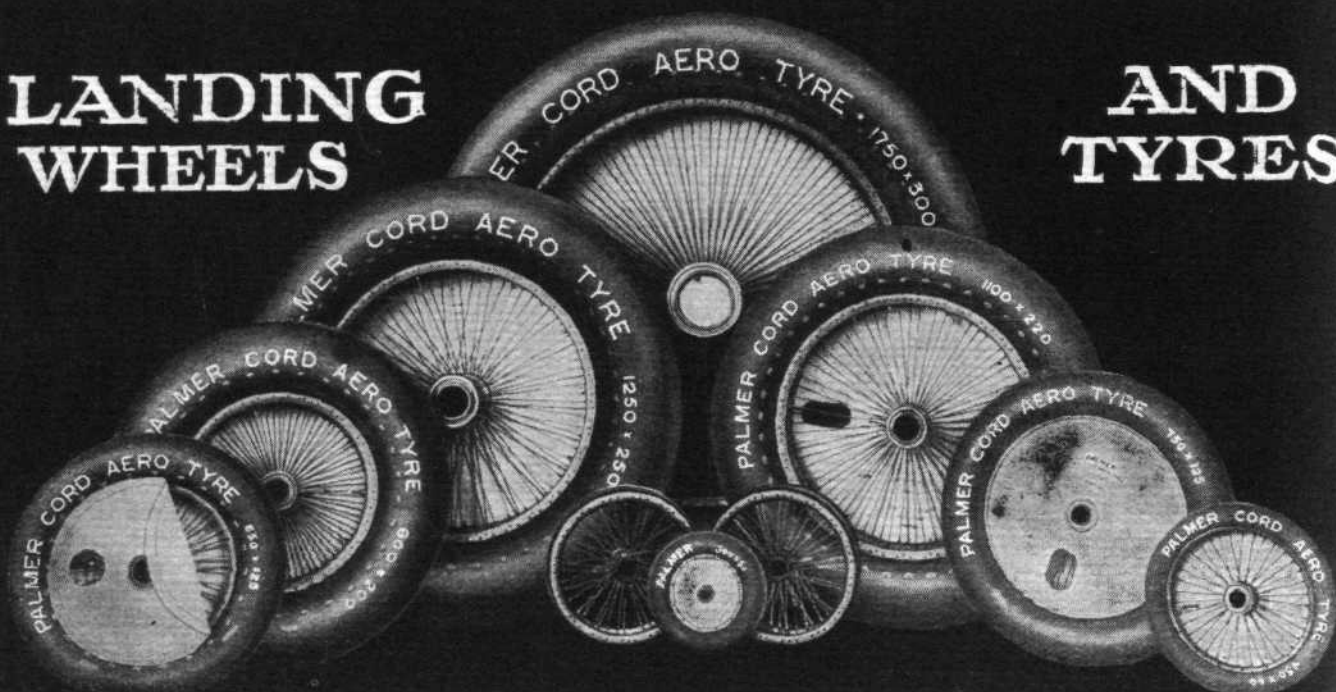


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"	172	150'	38' 09"	Central	"	188	120'	34' 92"	Central	900 x 200	107	185'	55'	Central
575 x 60	21	160'	28'	Central	"	336	178'	44' 45"	132/46	"	108	185'	55'	125/60
"	180	150'	38' 09"	104/46	750 x 125	77	178'	44' 45"	132/46	"	128	220'	86' 67"	Central
"	186	120'	34' 92"	Central	"	92	185'	55'	135/50	"	137	250'	80"	Central
"	190	150'	38' 09"	Central	"	95	185'	55'	Central	"	157	185'	80"	Central
800 x 75	21	160'	28'	Central	"	99	178'	38' 89"	132/46	1100 x 220	134	220'	86' 67"	Central
"	180	150'	38' 09"	104/46	"	112	150'	38' 09"	Central	"	136	250'	80"	Central
"	186	120'	34' 92"	Central	"	176	178'	44' 45"	Central	975 x 225	192	185'	80' 32"	Central
"	190	150'	38' 09"	Central	"	179	178'	55'	132/46	"	194	185'	55'	125/60
700 x 75	78	178'	44' 45"	132/46	800 x 150	161*	185'	55'	135/50	1250 x 250	314	250'	80"	Central
"	79	178'	44' 45"	Central	"	162*	185'	55'	Central	"	154	304' 8"	101' 6"	Central
"	100	178'	38' 09"	132/46	"	163*	185'	86' 67"	135/50	"				
"	101	178'	31' 75"	132/46	"	169†	185'	55'	135/50	1500 x 300	305	304' 8"	152' 4"	Central
"	196	178'	55'	Central	"	177	185'	55'	135/50	"	306	304' 8"	101' 6"	Central
600 x 100	188	120'	34' 92"	Central	"	183	185'	55'	Central	1525 x 325	197	304' 8"	101' 6"	Central
"	304	150'	38' 09"	104/46	"	211*	185'	60' 32"	135/50	1750 x 300	139	400'	152' 4"	Central
"	333	120'	34' 92"	Central	1000 x 150	167	185'	55'	125/60	"	191	350'	150' 3"	Central
700 x 100	77	178'	44' 45"	132/46	"	174	250'	80"	Central	1750 x 350	195	400'	125'	Central
"	92	185'	55'	135/50	"	182	185'	55'	Central					
"	95	185'	55'	Central	"	187	220'	86' 67"	Central					
"	99	178'	38' 89"	132/46	"	201	185'	60' 32"	125/60					
"	112	150'	38' 09"	Central	"	210	185'	60' 32"	Central					

*Wheels Nos. 161, 162, 163, and 211 are of stronger type than the other wheels for 800 x 150 tyres.
Grooves gun equipment is now a standard fitting on all wheels.

†Wheel No. 169 is fitted with Ball Bearings (L/NB)

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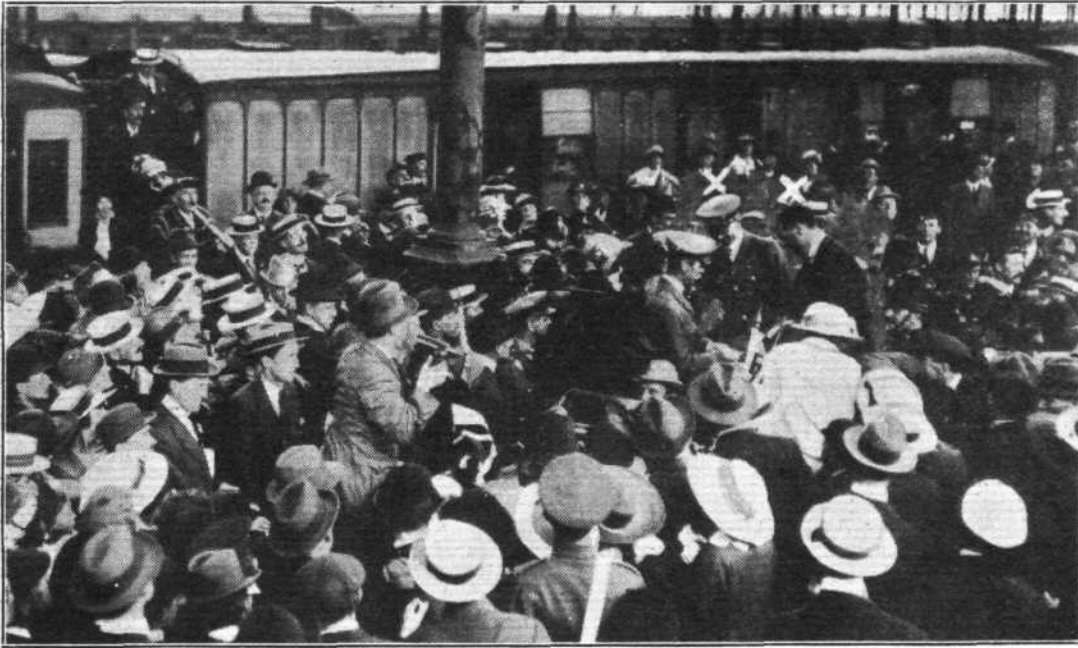
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"FLIGHT" Photograph

THE FIRST NON-STOP ATLANTIC FLIGHT: When the two Atlantic airmen arrived at Euston they were met—with the greatest of difficulty!—by Gen. Groves (Air Ministry), and Gen. Sir Capel Holden (Royal Aero Club).

they landed. An exhaust pipe blew off, but otherwise there was no trouble from the engine installation.

When landing, they selected what looked from above like a good meadow, but which turned out to be a healthy Irish

bog. Needless to say, the "Vimy" sank up to its axles and nosed over. Neither Alcock nor Brown were hurt, and the machine was not very badly damaged. They were, however, unable to continue their journey to London by air.

THE LUNCHEON

THE luncheon, on June 14, at the Savoy Hotel, was presided over by Lord Thomson, the Secretary of State for Air. The chairman and directors of Vickers (Aviation), Ltd., and Rolls-Royce, Ltd., gave the luncheon, at which about 350 guests attended. Sir Arthur Whitten Brown, K.B.E., was present, sitting with Lord Thomson, with whom were also Lord Wargrave, Sir Robert McClean and Sir Charles Wakefield. A silent toast was drunk to the memory of Sir John Alcock, K.B.E., at the instance of Lord Wargrave.

A toast to "Ten Years of Aviation" was proposed by Lord Thomson, who then made the chief speech of the occasion. He said that it was his privilege to preside at a function which would be historic. Looking back ten years ago, a big flight was accomplished; the first non-stop flight across the Atlantic. We could take justifiable pride in the reflection that it was accomplished by two Britons, the late Sir John Alcock and Sir Arthur Whitten Brown, that they were in a British machine, designed by the well-known Vickers, Ltd., with British engines designed by the well-known firm of Rolls-Royce, Ltd., built by British workmen, with British material. On the whole we had a monopoly of the flight!

We held that record for eight long years. No other nation, no other machine, was able to break it. Many could appreciate the technical skill, but all could appreciate the high courage, indomitable spirit and persistence of the airmen. We could develop our own ideas of the personal feat of Alcock and Brown. It was a source of satisfaction that men of our race were prepared to face that risk and prepared to blaze the trail. Their qualities were the most precious asset that a nation could possess, and an inspiring example to the rising generation. Lord Thomson then turned to the subject of aviation development since that great flight. He began with the subject of the tenth anniversary of that day; the first non-stop Atlantic flight in a Vickers "Vimy," with Rolls-Royce engines, which landed in Ireland after sixteen hours. It was not again accomplished for eight years. Then came the feat of Sir Ross Smith from England to Australia at the end of 1919-20, also in a Vickers "Vimy." Next, Sir Pierre Van Ryneveld's flight from England to South Africa in 1920, again in a Vickers "Vimy." It looked, commented Lord Thomson, as though they were celebrating the wedding between Vickers "Vimy" and Rolls-Royce.

There were certain individuals whose names had also to

be mentioned, he continued. The performances of Sir Alan Cobham, which were well known to all. Then Flight-Lieut. Bentley, who flew to Cape Town in 1927, and Mr. "Bert" Hinkler who flew to Australia from England in record time in 1928 in a light 'plane.' Mr. Hinkler had informed him that his flight had cost less than that of a second-class ticket.

Remembering the ladies, he would like to mention Lady Bailey, who flew to S. Africa and back. There were also two others, not pilots, to whom he wished to pay a tribute. One was his predecessor, Sir Samuel Hoare, who, by his interest in aviation and personal example, had done a great deal for aviation in Great Britain. He (Lord Thomson) hoped to carry on his work in the same spirit. Sir Philip Sassoon had also carried out a remarkable flight and written a most readable book on that flight.

As regards the achievements during the ten years, he would give a few figures, striking in themselves. That day ten years ago the mileage on the British air route was only 480 miles, and it was now over 6,000 miles, whilst when the S. African service was in operation it would be 12,000 miles. He was aware of the criticisms that would be made of those results, but on an all-round view, and considering the size of these Islands, the enormous difficulties in a diplomatic sense, the figures were most creditable. They excluded the Australian and Canadian figures, and would be far more flattering if those were included.

Passengers carried in September, 1919, amounted to 330, whilst for the corresponding month in 1928 they were 2,897. The British were apt to move slowly but surely. Our first commercial machine carried two passengers, and today the machines carried twenty in comfort. New types, he was informed, would carry forty passengers. If it was said that a machine was wanted to carry a hundred, he replied, "Certainly, produce it."

Speaking of the record of Imperial Airways, Lord Thomson said that he knew at least a dozen foreign friends who would not fly if they could not get a British aeroplane. Since 1925 Imperial Airways had flown 3,800,000 miles without a single fatal accident. It was safer to go by aeroplane than by motor car now!

Another development near to his heart was the light aeroplane clubs, a movement covering the country. It had caught on, it was a typically British movement, and had been copied everywhere. There were 23 clubs, and

until yesterday he was President of their Council. He asked them not to lose heart. They would expect a great deal of him in the future, and he hoped they would not be disappointed.

The Indian Air Mail, continued Lord Thomson, was functioning regularly and successfully. One single mail had amounted to over 20,000 letters. The African service was being pressed forward.

He was aware, he said, of the great responsibilities of his great position, he was proud of it, and he was embarking upon it in a spirit of hope and modesty. He had been brought into close association with the leaders of British aviation, and wanted to utilise their energy, skill and knowledge, not only for the Royal Air Force—possibly the finest the world had ever seen—but for the development of civil and commercial aviation. It was on those great objects that his mind was set, and considering aviation in relation to the commonwealth of British peoples there was immense scope for their efforts.

After Lord Thomson's speech there were repeated cries from the guests for a speech from Sir Arthur Whitten Brown, who was not down to speak. Sir Arthur rose reluctantly, and spoke briefly and with extreme modesty. It was not only the pilot and navigator, he said, who brought the machine across the Atlantic. They had to thank the men who built the engine and machine, and the financiers. Stress had

been laid upon aviation of ten years ago, as though it had belonged to a sort of dark age, but what could have been more successful or reliable than engines or aeroplanes which did the work for which they were designed?

The toast of "The Chairman" was then proposed by Sir Robert McLean and the proceedings terminated.

Amongst the guests invited were:—Mr. J. Alcock, Air Marshal Sir J. Higgins, Air Vice-Marshal Sir E. Ellington, Air Vice-Marshal Sir G. Salmond, Air Vice-Marshal F. R. Scarlett, Air Vice-Marshal C. Lambe, Air Vice-Marshal Sir J. Steel, Air Vice-Marshal F. Halahan, Air Vice-Marshal Sir Vyell Vyvyan, Mr. F. G. L. Bertram, Mr. R. K. Pierson, Mr. F. Handley Page, Mr. C. R. Fairey, Mr. R. Blackburn, Mr. H. Bolas, Mr. H. O. Short, Mr. J. D. Siddeley, Mr. T. O. M. Sopwith, Capt. P. D. Acland, Mr. C. C. Walker, Mr. F. Tymms, Sir Alan Cobham, Sqdr.-Ldr. Hinkler, Col. The Master of Sempill, Mr. G. Parnall, Mr. H. V. Paine, Sir Alliot Roe, Mr. S. E. Saunders, Major R. H. Mayo, Sir F. K. McClean, Lord Melchett, Major Mealing, Mr. Maxwell Muller, Lt.-Col. Mervyn O'Gorman, Mr. John Lord, Mr. W. Lappin, Capt. Lamplugh, Maj. J. Buchanan, Mr. H. G. fiske, Mr. S. Phillip Foster, Brig.-Gen. Groves, Maj. Hemming, Maj. Woods Humphrey, Mr. C. P. Robertson, Sqdr.-Ldr. A. Kubita, Sir H. A. Lawrence, Maj. H. G. Brackley, Capt. S. Cockerell, Mr. C. Bullock, Lieut.-Col. N. G. Thwaites and Maj. O. Villiers.

Tribute to this historic flight has been paid, on the occasion of the tenth anniversary, by three great French pioneer airmen—Louis Bleriot, who made the first cross-Channel flight in 1909; Henri Farman, who won the *Daily Mail* £100 prize for a quarter-mile "out-and-home" flight in 1908; and Louis Paulhan who won the London-Manchester race in 1910—who sent the following messages to the *Daily Mail*:—

From Louis Bleriot.—"I should never forgive myself if I failed to add my tribute of admiration to the two heroes of the air Alcock and Brown, who, ten years ago, flew the Atlantic without a stop from Newfoundland to Ireland.

"In the Great Book of the conquest of the air their exploit must be inscribed among the most successful and most daring, and also as one of the most sagely carried out, since they steered their course with the then still precarious means which airmen possessed at that time."

From Henri Farman.—"It is a great pleasure to me to recall that ten years ago Alcock and Brown flew the Atlantic for the first time and won the prize given by the *Daily Mail*.

"This exploit was a wonderful feat, but what is still more remarkable is that it was accomplished in a very ordinary type of machine and not one built specially for the crossing.

"This was an act of supreme courage which every sportsman must be proud to applaud."

From Louis Paulhan.—"The *Daily Mail* asks me my appreciation of the historical exploit of the first crossing of the Atlantic by the heroic Alcock and Brown.

"I can but bow down respectfully to those who blazed the trail of the future and express the homage of my admiration. It is men such as they who teach future generations not only courage but the road which they themselves must open in their turn.

"During the past twenty years aviation has progressed with giant strides. It is advancing ceaselessly and I foresee in a brief space of time the day when flying liners will carry in a few hours a host of passengers from the Old to the New World. It was men like Alcock and Brown who opened the road to overseas aerial travel. Glory to them."

KING'S CUP AND SIDDELEY TROPHY TOUR

THE Royal Aero Club has issued the following announcement in connection with the King's Cup and Siddeley Trophy Tour, to be held on July 5 and 6.

Nottingham (Hucknall Aerodrome) will be a *Turning Point only* and *Competitors will not alight there*. The turning point will be a white cross on the Aerodrome. Approaching Hucknall from the North, competitors must pass the white cross leaving it on their *right* at a distance not exceeding 300 yards and at a height of not more than 500 feet.

Verification of Aircraft.—Competitors are informed that the placed aircraft will be examined at the conclusion of the race, and engines may be stripped in order to verify the particulars given on the entry form.

In view of the large number of entries and the necessary work entailed in the examination of the aircraft, competitors are requested to have their aircraft at Heston as early as possible on Thursday, July 4, 1929. 4 p.m. is the latest time, but the examiners will be available from 10 a.m.

Blackpool Control.—Competitors will be accommodated

for the night at the *Queen's Hydro, Blackpool*. There will be no charge for this accommodation. Competitors are requested to write at once to the Lancashire Aero Club, Woodford, near Stockport, if they wish to avail themselves of this facility.

To avoid any misunderstanding the Royal Aero Club is not responsible for providing any personnel for the handling of machines on the ground.

Additional Entries.—No. 57 (AAGJ). Entrant, Air Commodore J. G. Weir, C.M.G., C.B.E. Cierva Autogiro C.17, Mark II, Avro Alpha II. Pilot, A. H. C. A. Rawson. No. 58, (EBVK). Entrant, G. Mackinnon. D.H. Moth X, Cirrus II. Pilot, F/O. M. Brunton. No. 59 (AAMA). Entrant, J. G. Peel. Simmonds Spartan, Cirrus III. Pilot, G. E. F. Boyes. No. 60 (AAIV). Entrant, S. B. Mond. D.H. Gipsy Moth, D.H. Gipsy. Pilot, Capt. G. A. Pennington.

Correction.—The entrant of No. 39 (Gloster Grebe, J.7520) is Sir Walter Preston, M.P., and not D. Longden, as published in our issue of June 13.

First Channel Flight, 20th Anniversary

JULY 25 will be the twentieth anniversary of the first flight across the English Channel, which was accomplished on that date in 1909 by M. Louis Bleriot. Arrangements are being made to celebrate this event, and honour the French pilot-constructor, next month, when M. Bleriot will pay a flying visit to this country. The originator of this movement is Mr. Alexander Duckham, a personal friend of M. Bleriot and companion in many of the latter's early flights—and who erected the monument at Dover commemorating

M. Bleriot's landing. The visit was, in fact, to be purely a private visit, but Mr. Duckham decided, in view of the public interest in the anniversary, to waive his personal claims in the matter in favour of one big national tribute, in which the Royal Aero Club, Royal Aeronautical Society, and other bodies might take part. Further particulars of the event will be announced later, but Mr. Duckham informed a *Daily Mail* representative that M. Bleriot would not be able to visit London on the actual anniversary, July 25, but will fly to Croydon on the 27th, after a visit to the Mayor of Dover.

“**T**he record of the
Napier engine is
really marvellous.

It now holds four world's air records and three world's land speed records (over one mile, five miles and five kilometres). In addition, it was fitted to the Fairey machine which made the first non-stop flight to India, and to the Supermarine seaplane which achieved the fastest speed ever attained in the air.

It was also installed in Miss England, the motor boat with which Sir Henry Segrave won the championship.”

The Graphic
11th May 1929.

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["FLIGHT" Photograph]

Squadron-Leader A. G. Jones-Williams (left) and Flight-Lieut. N. H. Jenkins, with Air Marshal Sir John Higgins, who congratulated them on their fine flight, and presented them with a communication from Marshal of the Air Force, Sir Hugh Trenchard.

LOG OF THE BRITISH NON-STOP TO INDIA FLIGHT Fairey Monoplane (Napier) Returns to Cranwell

THE Fairey long range monoplane, fitted with the Napier engine, which flew 4,130 miles from Cranwell to India non-stop in 50 hrs. 38 mins. in April last, returned to Cranwell aerodrome on Saturday, June 15. It had flown back from India by easy stages and completed the last stage from Le Bourget. As it flew over the aerodrome on Saturday afternoon it was escorted by three Armstrong Whitworth "Siskins" flying in formation at the rear. The monoplane made a flying landing and taxied into the hangar followed by a large contingent of R.A.F. officers and mechanics. The pilot and navigator, Sqdr.-Ldr. A. G. Jones-Williams, M.C., and Flight-Lieut. N. H. Jenkins, O.B.E., D.F.C., D.S.M., who looked well and sunburnt, were greeted by Air Marshal Sir John Higgins, K.C.B., K.B.E., D.S.O., A.F.C., Air Member for Supply and Research, who briefly congratulated them and also gave them a message from Marshal of the Royal Air Force, Sir Hugh Trenchard. With Air Marshal Sir John Higgins were Air Vice-Marshal F. C. Halahan, C.M.G., C.B.E., D.S.O., M.V.O., Air Officer Commanding, Cranwell, and Air Commodore F. Vesey Holt, C.M.G., D.S.O., q.s.

Among those who also congratulated the pilots were Mr. C. R. Fairey of the Fairey Aviation Co., Ltd., and Mr. H. T. Vane, of Napier and Sons, Ltd.

Log of the Flight

Certain details of the flight to India from the pilot's log are as follows:—

April 24: 9.27 a.m. (G.M.T.).—Took off in 1,250 yards from Cranwell in 29 m.p.h. wind. Climbed well and throttled down at 1,000 ft. Ground speed at King's Lynn was 96 m.p.h. On the coast a "Southampton" flying-boat signalled that they were on the course.

11.24 a.m.—Over Dutch coast; ground speed 115 m.p.h. Nothing had been sighted in the Channel, and a snowstorm had been met 1 hr. after leaving Cranwell. Clouds were 4,000 ft. over the Meuse and they flew at 3,500 ft.

2.45 p.m.—Nurnberg; passed within 2 miles of aerodrome at 4,000-5,000 ft., but were not sighted.

4.15 p.m.—Met heavy snowstorm before Linz, Austria, 5,400 ft.

4.53 p.m.—Crossed Danube, checked course and found it O.K. Up till then ground speed had been 110 to 115 m.p.h.

5.13 p.m.—Ground speed decreasing.
5.27 p.m.—Snow again.
6.20 p.m.—Altered course. No ground objects to be seen.
6.53 p.m.—Moon rose.
9 p.m.—Flying above clouds at 3,000-4,000 ft.
9.45 p.m.—Hit Danube and saw ground. On the course at Turnu-Severin.
10.20 p.m.—In thick clouds at 5,000 ft.



["FLIGHT" Photograph]

Mr. C. R. Fairey, Managing Director of the Fairey Aviation Co., at Cranwell to congratulate the two successful pilots of his monoplane.

10.50 p.m.—Flying at 5,000 ft.

11.20 p.m.—Flying at 7,000 ft., still in the clouds.

Midnight.—Flying at 8,400ft., still in clouds. No ground had been glimpsed since 9 p.m.

April 25. 12.5 a.m.—Flying at 8,500 ft.

12.30 a.m.—Ground glimpsed 5 miles south of Burgas, Black Sea; slightly off course. Had altered course 2° to clear mountains.

1 a.m.—At 8,000 ft. between two cloud layers.

1.10 a.m.—Heavy clouds.

1.17 a.m.—Heavy rain.

1.50 a.m.—Black Sea, checked course. Had had following wind up to Burgas.

2.15 a.m.—Hit Constantinople after 17 mins. on the new course. Dropped messages, written in English, French and Arabic, in bags, which were never found.

2.25 a.m.—Changed course for Baghdad, meeting strong south wind. Dawn came as they flew towards Taurus Mountains, bumpy.

7.10 a.m.—Through pass in Taurus at 8,000-9,000 ft.

7.20 a.m.—Sighted Alexandretta Bay. Ground was clear.

12.40 p.m.—Baghdad; dropped messages on the aerodrome (never found). Altitude 7,800 ft.

4 p.m.—Ground speed 72 m.p.h., owing to strong head wind.

6.37 p.m.—Bushire: ground speed 78 m.p.h. Flying at 6,000 ft.

11 p.m.—Thick dust encountered, but saw moon and stars. Could not distinguish between land and sea.

April 26. 12.30 a.m.—Passed Larak Island. Speed for last 7 hrs. averaged 65 m.p.h. Head wind of 30 m.p.h.

3 a.m.—Jask.

5.15 a.m.—Charbar; ground speed 78 m.p.h. at 6,000 ft.



["FLIGHT" Photograph

Flying over Cranwell Aerodrome, the scene of its successful start for India.

7.40 a.m.—Pasni, first aerodrome in Baluchistan. Dust indicated ground wind from north.

10.50 a.m.—Karachi.

From Bushire the ground speed had been 65 m.p.h. They had met a slight tail wind about 150 miles before Karachi. At Karachi they changed course for Bangalore, and had 6 hrs. petrol left to cover 650 miles to beat the record. Ground speed was found to be 97 m.p.h. As it was then 4.30 p.m., local time the landing would be done in the dark if they carried on, probably in swampy country, meaning an inevitable crash, for Shalapur was the next aerodrome, 720 miles away. There was no prospect of beating the record (4,466 miles). They calculated that 120 miles short of the record could only be attained if they carried on, so it was decided to return to Karachi.

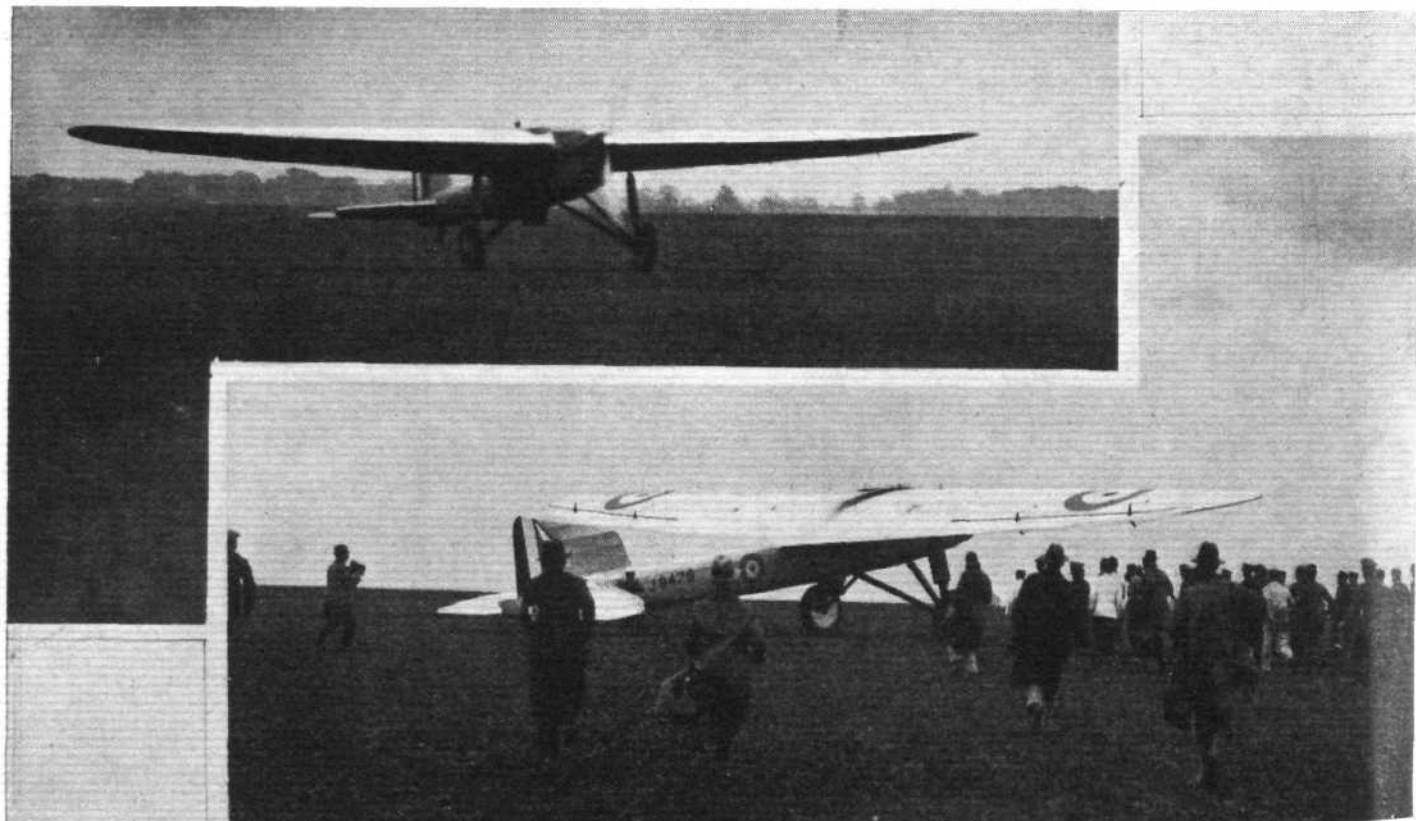
1.15 p.m. (B.S.T.).—Landed at Karachi.

Incidental Details

There were 83 gallons of petrol left when they landed. During the flight the pilots never did more than 5-hr. turns at the controls, and eventually reduced it to 2 hrs. on and 2 hrs. off. They did not rest when off the controls, as there was always much to do, such as keeping the log and checking the course, etc. Neither were unduly fatigued, although towards the end their eyes lost keenness, and they could not distinguish anything ahead like the horizon without a sharp mental effort.

The enclosed cabin of the Fairey monoplane was decidedly more comfortable for them than an open cockpit would have been, and the quantity of food taken was found to be far too much. Fruit and coffee were the most satisfying.

(Concluded on page 514.)



["FLIGHT" Photographs

Cranwell Officers, Cadets and Aircraftsmen welcome the return of the Fairey monoplane (Napier) from India, on June 15. The monoplane is seen making its punctual landing, after flying the last stage from Le Bourget, and taxi-ing in.

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The Royal Aero Club,
3, Clifford Street,
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June 10th, 1929.

The de Havilland Aircraft Co. Ltd.,
Stag Lane Aerodrome,
Edgware, Middlesex.

Dear Sirs,

After arriving home from my flight to India in Gipsy Moth G-AAEA, I feel I must write you a letter to let you know how I got on.

The whole way out and back I had not the slightest trouble, either with the machine or engine.

I practically never opened my tool kit, except to check valve clearances.

The engine has started first pull on contact every time and has always given full revs.

On my way back I had a top overhaul done in Cairo but this was only because you advocate an overhaul after 150 hours. I do not believe this was actually necessary.

I feel that you deserve the heartiest congratulations on being able to turn out such a wonderfully reliable machine and engine.

Yours faithfully,

D. H. Drew.



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THIS light aeroplane has been designed to suit the needs of those buyers who require at small cost a speedy tourer and sporting racer. For club use it is ideal for advanced solo work. When a pilot has passed his dual-control stage, he has to employ, with the present aircraft available, a two-seater 90-h.p. aeroplane which probably is ill-spared from the dual-control work for which it was designed. The solo pupil will, therefore, in nine cases out of ten have to wait his chance for the use of an instructional aeroplane, and then must pay for his solo flying at the higher rate of the two-seater. It should be borne in mind, too, that the costs of maintenance and repair of the larger aeroplanes are very much greater than those of a small single-seater, such as the one now being described.

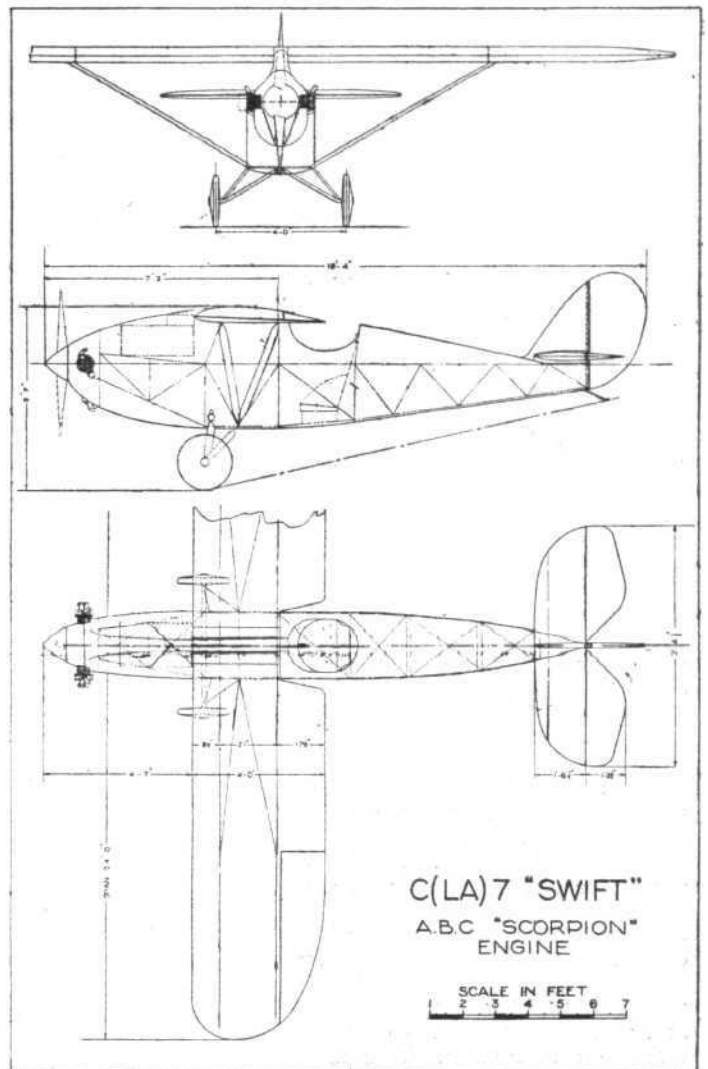
The "Comper Swift" has a high top speed of just over 100 miles an hour, a cruising speed of at least 80 miles an hour, and a range of 350 miles. This fact, coupled with the excellent comfort and vision, renders the aeroplane most suitable for long cross-country work. At the same time, its low landing speed of 30 to 35 miles an hour, combined with very carefully designed control surfaces and control system and the inherent stability peculiar to the parasol monoplane, promises great popularity for local flying by solo pupils, and, for the reasons expressed above, the pilot who has passed through his dual instruction stage can keep up his flying practice at a cost to himself which is so small that learning to fly need not come to a dead end after the pilot has obtained his "A" licence, as so often happens when clubs are solely equipped with the large and more costly two-seaters.

For racing and sporting events this private owner's aeroplane has features which must be the envy of those owning larger, but not necessarily faster craft.

Those who remember the little C.L.A. 3, the direct forerunner of the "Swift"—and its successes at the early Lympne meetings, know that races were won by this aeroplane partly because of its high top speed and partly because of its manoeuvrability round turning points. These features have been carefully preserved, while maximum vision in all directions has been added, which removes, perhaps, the only real danger of modern racing conditions.

The high top speed is made possible by clean design embodying a minimum of external struts or fittings. For example, the shock-absorbing system for the undercarriage is actually in the fuselage and there are no external bracing wires or cables.

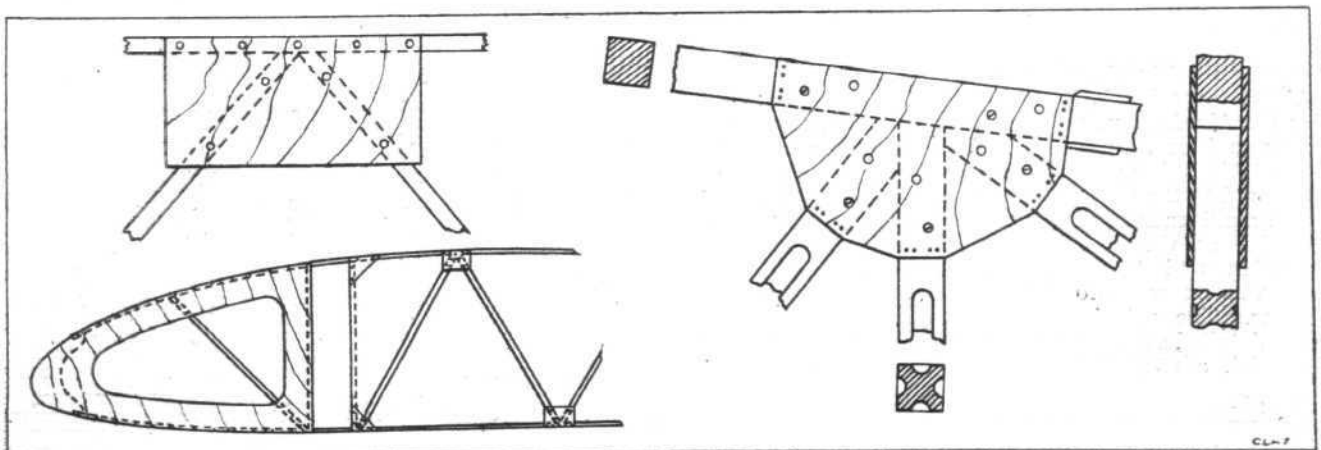
The pilot's cockpit places the pilot aft of the monoplane wing, and the forward deck of the fuselage, which runs into the top surface of the wing, is so shaped that the pilot can see every point in the field of vision by a slight inclination of his head. It should be noted that the altimeter and speed indicator are mounted directly behind the rear spar on each side of the fuselage, as shown in one of our sketches—just where the pilot wants these instruments, and not mixed up



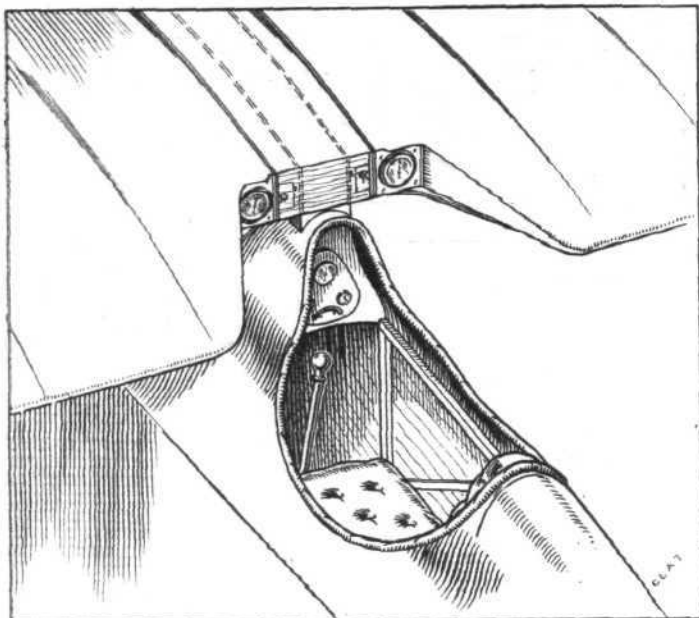
with pressure gauge, level indicator and revolution counter, which are conventionally mounted on the main dashboard.

Very simple and rapid "one-man" folding has been provided. To fold, one pin at the wing root is pulled forward, disengaging the front spar, and one pin is removed from the apex of the V-strut. The pilot then walks the V-strut (which swivels round its own attachments on the wing) to a clip at the wing tip. The rear spar being attached to the centre section by a universal joint, the pilot at the wing-tip can twist the wing to any position he likes preparatory to moving it round to a tail support. The same operation is repeated on the opposite side and the aeroplane is ready for garaging, the space required when folded being only 7 ft. 6 ins. by 18 ft. by 6 ft.

The fuselage construction follows the practice adopted in the C.L.A. 3 and C.L.A. 4, and is a method of construction which has not only stood the service of years, but is also extremely robust for its weight. Built in three separate



THE C.(L.A.) 7 "SWIFT": Some constructional details. On the left the rib construction, and on the right a typical fuselage joint.



The cockpit of the C.(L.A.) 7 "Swift," showing the altimeter and speed indicator mounted on the rear spar.

sections, repairs or replacements of damaged parts is a simple matter, effected at very low cost. It is a wooden girder construction, almost entirely devoid of bracing, diagonal wooden struts being attached to the longeron by means of ply plates or gussets screwed and glued to each side. The accompanying sketch will show the principle of construction. Distortion of the frame is virtually impossible under all conditions of temperature or climate.

The wings are formed of conventional I section spars, with ribs which are miniature girders built up with glued and pinned gusset joints on the principle employed for the fuselage construction. This is also shown in one of our sketches.

The tail plane is of symmetrical section, with an incidence adjustment of 4° range.

The undercarriage and principle of shock absorption is shown in another sketch. The axle is split, each half curving to a pin joint underneath the fuselage. The tops of the main struts are jointed to rocking frames inside the fuselage which carry spools for the rubber cord.

The controls are of standard type with adjustments provided for the rudder bar. No disconnection of the aileron controls is needed when folding, as the transmission is effected by the contact of levers, which give a pushing action for a movement either way of the aileron lever.

The main characteristics of the "Swift," which is constructed by the Comper Aircraft Co., Ltd., Hooton Park Aerodrome, Cheshire, are:—

Span	24 ft.
Chord	4 ft.
Wing area	90 sq. ft.
Weight empty	331 lbs.

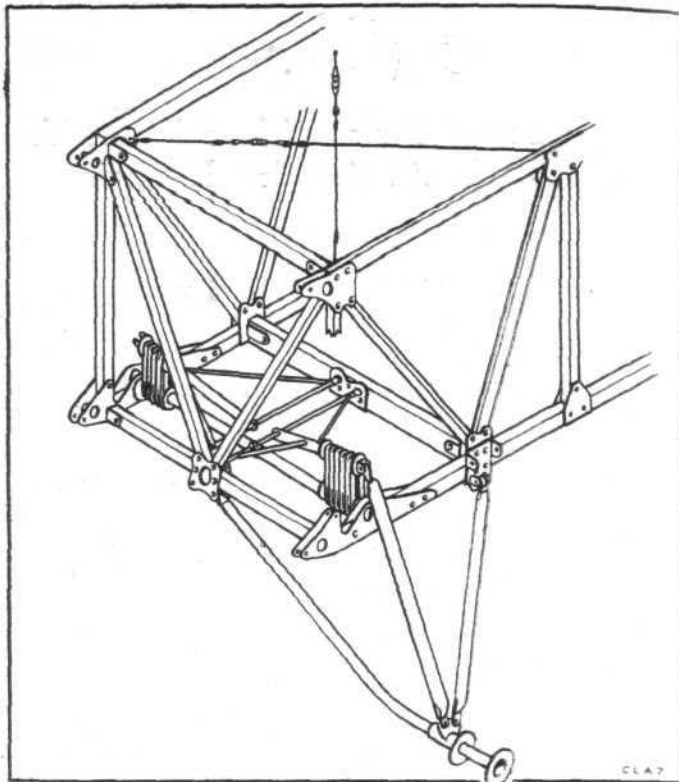


International Air Navigation

THE International Air Navigation Commission constituted under the Air Convention of October 13, 1919, concluded its meeting on June 15, reports *The Times*. It was attended by representatives from a number of States which have not yet adhered to the Convention, the purpose being to consider possible modifications of the text whereby it might be made acceptable to them. Twenty-six States adhering to the Convention and 27 non-adherents were present. Great Britain was represented by Air Vice-Marshal Sir Sefton Brancker. The principal business before the Commission was the detailed examination of the Convention, in connection with which a number of observations were submitted by Germany.

Heston Air Park

ARRANGEMENTS for establishing Customs facilities at Heston Air Park are being made. Foreign air visitors will then not be compelled to land at any other aerodrome. It is probable that an International competition will take place



Sketch showing the split-axle type landing gear of the C.(L.A.) 7 "Swift." The shock absorbers are housed inside the fuselage.

Weight laden	600 lbs.
Wing loading	6.66 lbs./sq. ft.
Power loading	15 lbs./h.p.
Speed range	35—105 m.p.h.
Cruising speed	80-90 m.p.h.
Rate of climb	700 ft./min.
Engine	40-h.p. A.B.C. "Scorpion III."
Petrol consumption	40 miles/gal.

NOTE.—Separate petrol tank in reserve for emergency. Second magneto fitted at small extra cost. Provisional price £400.

The Comper Aircraft Co. had intended exhibiting this machine at the forthcoming Aero Show at Olympia, and space had, in fact, been secured. Unfortunately, however, certain delays in laying down the firm's plant, etc., at Hooton Park, have rendered it impractical to get the machine sufficiently forward as regards construction and practical tests in time—especially as the firm wishes to present before the private-owner a job he can see has been thoroughly tried out and proved, and is as perfect in every detail as can be.

It may interest our readers to know that the Comper Aircraft Co. are also starting construction of a totally-enclosed machine, to meet the requirements of those who wish for more than a single-seater, and it is anticipated that it will sell at a very competitive price.

there during the International Aero Show in July. The official opening of the Air Park will take place early in July.

Cross Channel Disaster

THE Imperial Airways machine, *City of Ottawa*, G-EBMT, a Handley Page (Napier), was forced to land in the Channel on June 17, after the pilot, Capt. R. J. Bailli, had made a great effort to reach the coast off Dungeness, after turning back when some unknown trouble developed 15 miles over the Channel. Owing to the machine turning over after striking the water, seven lives were lost. The pilot, mechanic and four passengers were saved, some of them suffering slight injuries. The landing was made close to a trawler and the machine has been salvaged. It was engaged on the London-Zurich service, and had left Croydon at 10.30 a.m. An Air Ministry investigation will be made to determine the cause of the accident. It should be recalled that Imperial Airways had flown 3,800,000 miles since 1925 without a fatal accident.

Lady Bailey's tribute to Mobiloil

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THE TRANS-ATLANTIC VICTORY

THE WINNER, Capt. J. ALCOCK, D.S.C.
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First Direct Flight across S. Atlantic, 1926.
First Direct Flight to Australia.
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The Flights of Survey to India, Australia, and
round Africa by Sir Alan Cobham.
Mr. Bert Hinkler's 15½-day Flight to Australia.
The World's Flights of the Marquis de Pinedo.

The 35,000 Miles World Flight by Captain Costes
and Lieut. Le Brix.
The Air Speed Record (318.8 m.p.h. by Commander
Bernardi, March, 1928).
The Air Long Distance Record (4,860 miles from
Rome to Brazil, by Capt. Ferrarin and Commander
Del Prete, July, 1928).
The Air Altitude Record (11,827 metres by Sig.
Donati, Dec., 1927).

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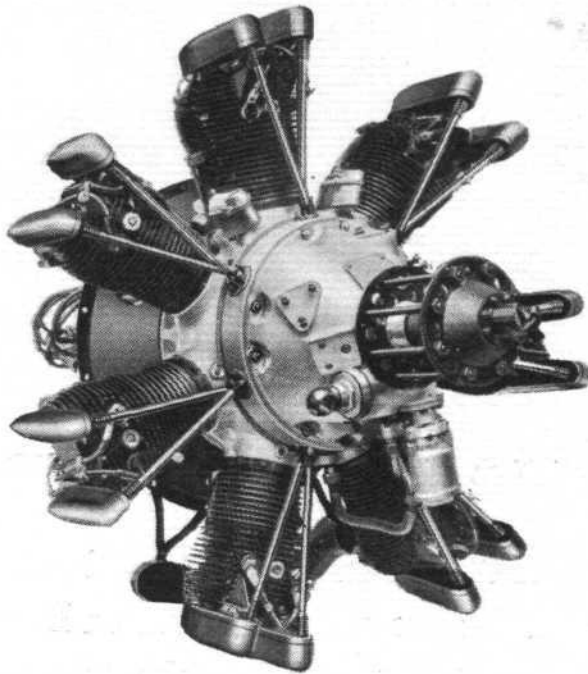


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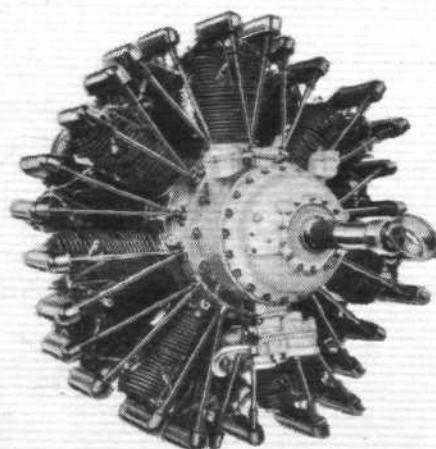
FLIGHT of Heinkel seaplanes fitted with 460-500 h.p. Geared Jaguars recently flew from Denmark to Barcelona and back. At the end of the flight it was stated "the engines ran like a clock the whole way."

Geared Jaguars are being used on the latest Imperial Airways Airlines. For greatest smoothness and best performance specify the

GEARED
JAGUAR

14 cyls.

460-500 H.P.



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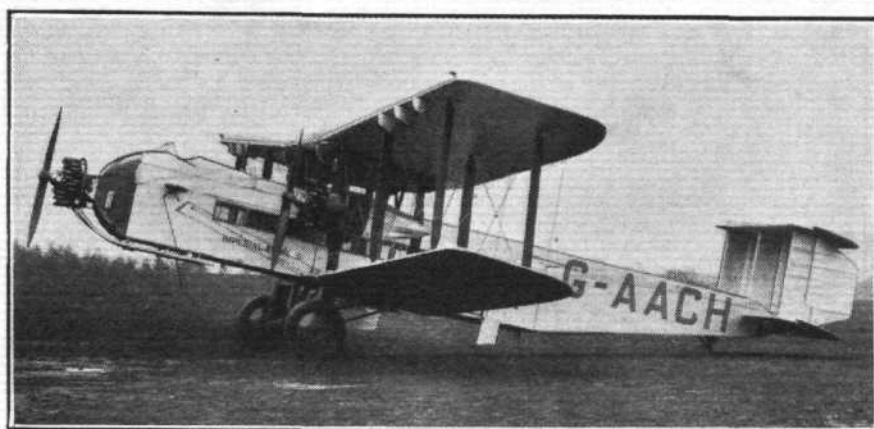
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LEADING FEATURES

Cruising Speed	95 m.p.h.	152 k.p.h.
Air Endurance	3½ hours	
Useful Load	5,000 lbs.	2,273 kgs.
Petrol	250 gallons	1125 litres
Oil	21 gallons	9.45 litres

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HE all-steel Atlas is the best aircraft for land or sea reconnaissance.

It is the standard Army Co-operation two-seater of the Royal Air Force.

Its steel construction accounts for its unrivalled durability and ease of maintenance. Fitted with the world-famous Armstrong Siddeley Jaguar engine (plain or geared type), its speed, climb and ceiling fulfil the severest Service requirements. It is produced on the grand scale by the best equipped aircraft works in Europe.

PERFORMANCE FIGURES

ATLAS WITH JAGUAR ENGINE AND TOWNEND RING

Fuel, 75 gallons (337.5 litres).		Oil, 7 gallons (31.5 litres).		Military Load, 880 lbs. (400 kgs.)			
	Plain Engine.	Geared Engine.		Plain Engine.	Geared Engine.		
Approx. total weight	4000 lbs.	4115 lbs.	Time to	5000 ft.	5.25 minutes	4.25 minutes	
	1820 kgs.	1870 kgs.	" "	10000 ft.	12.5 "	10.5 "	
Speed at ground level	143.5 m.p.h.	149 m.p.h.	" "	15000 ft.	26 "	21.75 "	
" "	231 km.p.h.	240 km.p.h.	" "	1000 mtrs.	3.5 "	2.5 "	
" " 5000 ft.	139.5 m.p.h.	145 m.p.h.	" "	3000 "	12.5 "	10.25 "	
" " 10000 ft.	134 m.p.h.	140 m.p.h.	" "	5000 "	34 "	27.5 "	
" " 15000 ft.	125 m.p.h.	131 m.p.h.	Absolute Ceiling	19000 ft.	19100 ft.		
" " 1000 metres	226 km.p.h.	236 km.p.h.		5800 metres	5830 metres		
" " 3000 metres	216 km.p.h.	225 km.p.h.	Service Ceiling	17300 ft.	17700 ft.		
" " 5000 metres	193 km.p.h.	204 km.p.h.		5280 metres	5400 metres		
Maximum allowable R.P.M. 2200. Normal R.P.M. 2000							

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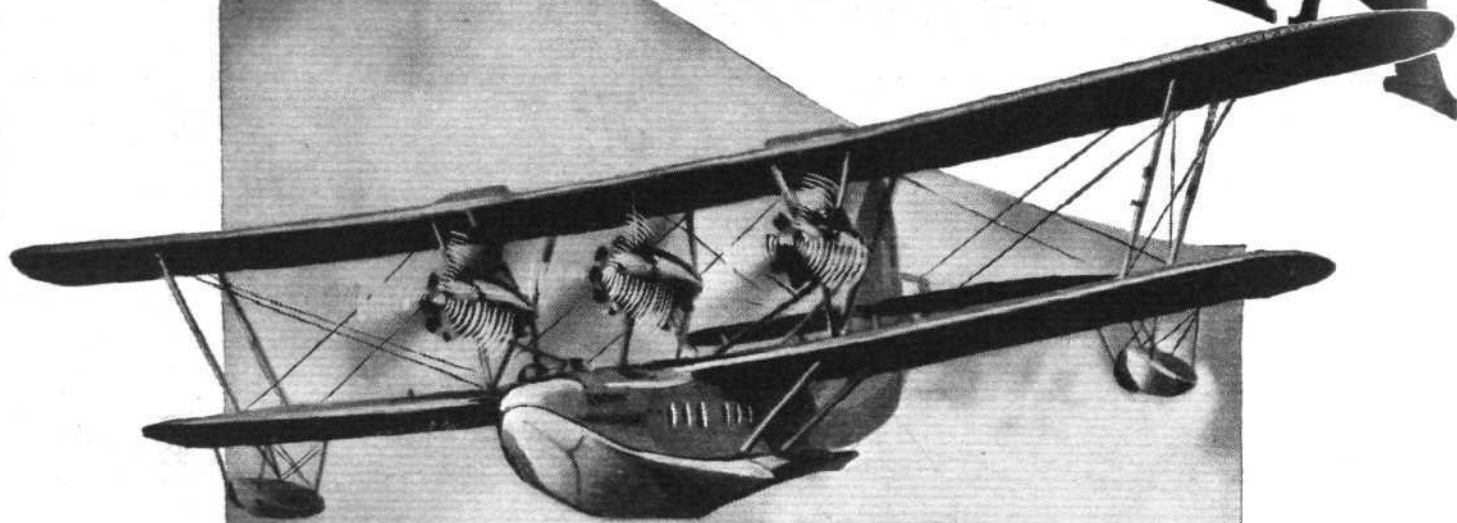


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AIRISMS FROM THE FOUR WINDS

Latest Atlantic Flight

THREE French airmen, plus a stowaway nuisance, flew the Atlantic from west to east on June 13-14 in a Bernard monoplane fitted with a single 600-h.p. Hispano Suiza engine. The pilot was M. Jean Assolant, the navigator, M. René Lefevre, and the wireless operator, M. Ameno Lotti, jun. Their machine, named the *Yellow Bird*, left Old Orchard, Maine, on June 13, and landed 30 hours later at Santander, Spain, owing to petrol shortage, having covered 3,200 miles. Their original objective was Paris. Only three times was the sea sighted in the crossing, for the weather was very bad for most of the time, clouds, wind and rain prevailing. A tempest raged for four hours on the second day. Their course took a southerly direction, and they passed close to the Azores. A few vessels sighted the machine and heard its wireless signals. Despite the conditions on the course, the wind must have been favourable rather than otherwise, for the 3,200 miles was flown at an average speed of over 100 m.p.h., which is the fastest time for the distance between America and Europe. The *Yellow Bird* continued its flight from Santander and landed at Paris on June 16, where the airmen were welcomed. The engine was fitted with Scintilla magneto. It is stated that the weight of the stowaway, an egoistical American youth, caused them to dump some of their petrol soon after taking off. He was certainly a danger to them from the moment of the take-off to the moment of landing, and any public tendency to regard him as a hero should be vigorously condemned.

Australia-England

CAPT. KINGSFORD SMITH proposes shortly to attempt a flight to England again in the *Southern Cross* monoplane (Fokker). His project this time is to fly to Derby, North West Coast of Australia, and begin the overseas flight from there. It will be remembered that, on his previous attempt, he made a forced landing short of Wyndham in the North, and was not found for 12 days.

Private Owner's Flight to India

THE Indian pilot, Mr. Kabali, who is attempting a solo flight to India in a Cirrus-Spartan, was reported to have reached Rome on June 15.

Lady Bailey Flies to Ireland

THE Hon. Lady Bailey flew from London to Belfast in her Gipsy-Moth on June 14. She left at 1.30 p.m., reached Liverpool at 4.30 p.m., then crossed to Belfast, landing at Aldergrove shortly after 8 p.m. Lady Bailey was received by Mrs. Taggart, organising secretary of the Alpha Club; Mrs. Courtney Shillington, who is her host, Flight-Lieut. R. C. Preston, of the Ulster Flying Club; and officers of the Ulster Bombing Squadron. Lady Bailey is to discuss flying matters with the Alpha Club, and was due to give an address.

Atlantic Flight Banned

It is officially confirmed that the Spanish Air Minister has ordered the French airmen, Captains Coudouret and Maillaux, to suspend their projected flight from Seville to New York.

Swedish Flight Delayed

CAPTAIN AHRENBERG, the pilot of the Swedish seaplane (Junkers) *Sverige*, which is delayed at Reykjavik on its attempted flight to New York, announces that the flight will be unable to continue for at least a week. An engineer from the Junkers Works, where the *Sverige* was built, is to examine the engine, of which the petrol consumption is apparently excessive.

Italian Service Cruise

THE squadron of 35 Italian seaplanes arrived on June 16 in Phaleron Bay on its way back from Odessa. The Greek Government entertained General Balbo, the Italian Under-Secretary for Air, and other officers of the squadron at dinner.

Visiting the Pope by Air

SPANISH pilgrims have arranged to fly from Tarragona to Rome, to visit the Pope at the Vatican. They will use seaplanes and alight at Ostia. Recently, the first flight of a Cardinal to Rome was made, Cardinal Hlond flying from Poland.

French Troops Attacked

REBEL forces attacked the French troops who had fallen back on the Ait Yacoub post in Morocco, recently, and

French aircraft flew to their assistance from Rich, dropping bombs on the rebels. The aircraft were able to ease the assault on the troops and report the dispersal of the rebels. Machines also bombed any gathering of natives which were observed.

Flying Over an Arsenal

AN Italian seaplane, on the Genoa-Alexandria service has been seized by the Greek authorities on landing at Phalerum. It is alleged that the machine flew over the prohibited zone round the arsenal in the island of Leros.

Air Tour by Australian Minister

THE *Daily Telegraph* states that Mr. Charles Abbott, Commonwealth Minister for Home Affairs, has started a flight of 5,150 miles on board the air liner *Canberra* (D.H. 66), piloted by Captain Holden. His object is to investigate conditions in the territories of Central and North Australia, administered by the Department of Home Affairs of the Commonwealth Government. It is possible that there will be further settlement for sheep-raising in these areas. The tour will occupy a fortnight. There are four passengers besides the pilot, mechanic and radio operator, the passengers being, in addition to Mr. Abbott, a departmental officer, a pastoral expert, and a journalist.

Air Touring by a Premier

MR. BRACKEN, the Premier of Manitoba, recently made a three days' air tour covering 1,700 miles in Northern Manitoba. Apart from the large investment involved in railway construction in the northern part of the Province, Mr. Bracken predicts that during the next two years more than £4,000,000 will be spent in mineral development in the area visited.

Records on "Wapitis"

THE *Daily Telegraph* reports that Squadron-Leader Smart, director of training to the Australian Air Force, has made a record flight from Melbourne to Sydney, a distance of 545 miles, in 225 minutes. Recently he also made a record flight from Adelaide to Melbourne, reaching 200 miles an hour. The machine was a Westland "Wapiti" now used by the Australian Air Force. Squadron-Leader Smart said that the "Wapiti" was ideal for desert flying in Australia. Twenty-eight "Wapitis" would place the training section of the Australian Air Force on a level with any in the world.

International Competitions.

PILOTS are reminded that in all International Competitions they are required to produce the F.A.I. Competitors' Licence. These licences can be obtained from the Royal Aero Club. All English competitors taking part in the Rotterdam meeting should apply at once, sending passport, photograph and date, and place of birth.

The Guggenheim Safe Aircraft Competition

Twelve entries had been accepted up to May 27 last for the Daniel Guggenheim Safe Aircraft Competition, as follows:—

England: (1) The Cierva Autogiro Co., Ltd. (2) The De Havilland Aircraft Co., Ltd. (3) The Gloster Aircraft Co., Ltd. (4) Handley Page, Ltd. (5) Vickers, Ltd.

United States: (1) Shroeder Wentworth Co., Glencoe, Ill. (2) Charles Ward Hall, Inc., New York. (3) Heraclio Alfaro, Cleveland, Ohio. (4) J. S. McDonnell, Jr., and Associates, Milwaukee, Wis. (5) Curtiss Aeroplane and Motor Co., New York. (6) Brunner and Winkle Aircraft Corp., New York.

Italy: (1) Societa Italiana Ernesto Breda, Milan.

Particular attention is invited to the following clause on page 2 of the Rules for the Daniel Guggenheim Safe Aircraft Competition:—"The Fund reserves the right . . . to close the list of entries whenever, in its opinion, sufficient entries have been received to give a reasonable prospect that the object of the competition will be achieved." It is the desire of the Fund to have the widest possible competition. At the same time, it is fully realised that a closing date for entries should be set a reasonable time in advance of the closing date of the competition itself. This clause in the rules relative to the right of the Fund to close the list of entries is brought to the attention of those who may be interested in entering the competition.

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A Section of FLIGHT in the Interests of the Private Owner, Owner-Pilot, and Club Member

A WESTERN CANADA FLYING MEETING

Winnipeg Attracts Record Crowd

WE are informed that the largest gathering of aircraft yet seen in Western Canada was the result of a Victoria Day effort on the part of the Winnipeg Flying Club in May. Celebrating its first birthday the Club held a two-day meet at Stevenson Aerodrome which was attended by 51 machines and a crowd totalling over 30,000 people.

There were 12 D.H. Moths and two Avro-Avians, the property of the flying clubs of Saskatoon, Moose Jaw, Regina and Winnipeg, contending for honours in races, aerobatics, dead-stick landings and balloon bursting, with exhibitions in formation flying and bombing.

The star turn of the afternoon was a visitor from across the International Boundary. Although not eligible as a contestant on the first day, his performance was such, and his addition to the attraction of the show so considerable, that the judges saw fit to award him special prizes. He was Mr. Verne Roberts, test-pilot of the Mono Aircraft Company of Moline, Ill., and his handling of the tiny 65 h.p. side-by-side cabin two-seater called the "Monocoupe" was a revelation.

The programme was given a send-off by His Honour, Lieut.-Governor J. D. McGregor, of Manitoba, who addressed the crowd over the loud-speaker installation, the latter being a popular addition to the facilities of the day as a means of getting to the spectators the names of pilots, machines and evolutions as well as the hundred and one details which help to add interest to an air meeting for the lay observer.

The judges were Squadron Leader N. R. Anderson, R.C.A.F., Capt. L. W. Brintnell, Western Canada Airways; Flight Lieut. C. H. "Punch" Dickins; Capt. H. A. Oaks, Northern Aerial Minerals Exploration Co., and Mr. W. McCurdy.

Twenty-six machines took the air for a fly-past, the preponderance of D.H. Moths giving the show quite a Stag-Lane appearance.

Technical winners were Capt. "Wop" May, of Edmonton, in aerobatics; Mr. R. J. Groome, of Regina, dead-stick landing; M. de Blicquy, Winnipeg, 10-mile race; Mr. Ted Holmes, Regina, balloon bursting. In all but the dead-stick landing, when he was a very close third in a tight finish, Mr. Roberts and his surprising Monocoupe shone pre-eminent. In sheer speed, states the Winnipeg club's report, he out-distanced four Gipsy Moths on the level besides gaining on the corners. In a short machine with no dihedral, the

manœuvrability was almost expected, and the slow rolls and inverted flying were sheer fine handling, but the quality of the machine in climb and speed were an astonishment to all those who knew the Velie radial is rated at 65 h.p.

Miss Eileen Magill, of the Winnipeg Flying Club, flew a Moth in the bombing competition, the only certain result of which was the deafening disappearance of the "Fort" at the conclusion of the show shortly after a zoom by the Winnipeg Flying Club formation. The utter erasure of the building—not to mention a furtive sergeant of the Royal Canadian Engineers—aroused some suspicion of a "planted" charge.

Miss Magill was hostess during the two days to Mrs. Phœbe Omlie and Miss Florence Klingensmith, two visiting aviatrixes.

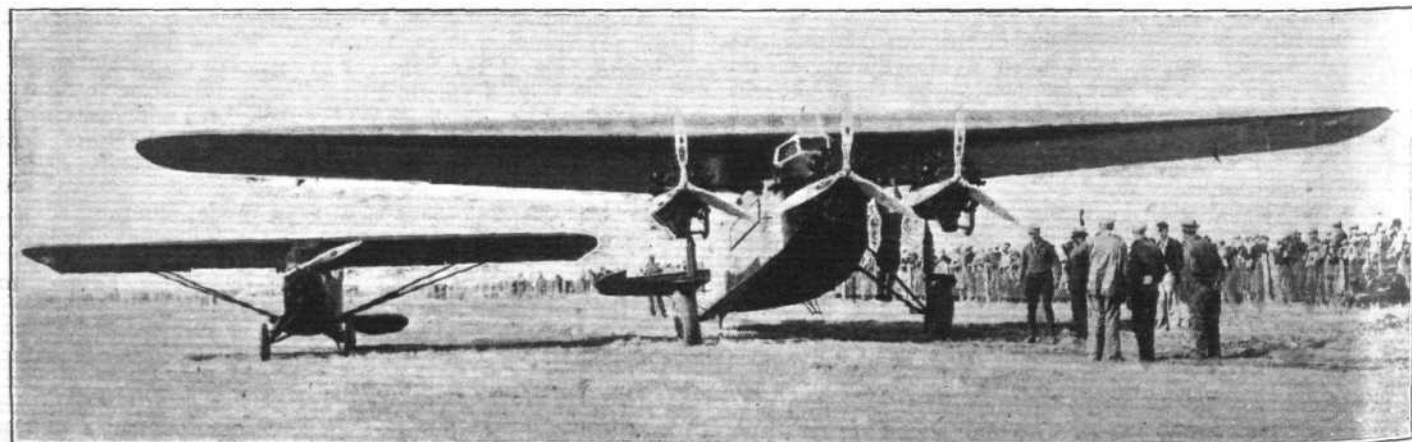
First Western Aircraft Exhibition

The aircraft exhibition, the first ever attempted in the West, aroused a good deal of interest, especially the engine exhibit, which included Whirlwind, Wasp, Liberty, Le Rhone, Lynx and Cirrus specimens. The Huff-Daland Puffer, used to spray wheat fields with sulphur dust against the dreaded stem-rust, was a drawing card for a western crowd, and the new Hornet-powered Junkers of the Western Canada Airways, with their tri-motored Fokker and smaller craft, made an attractive display.

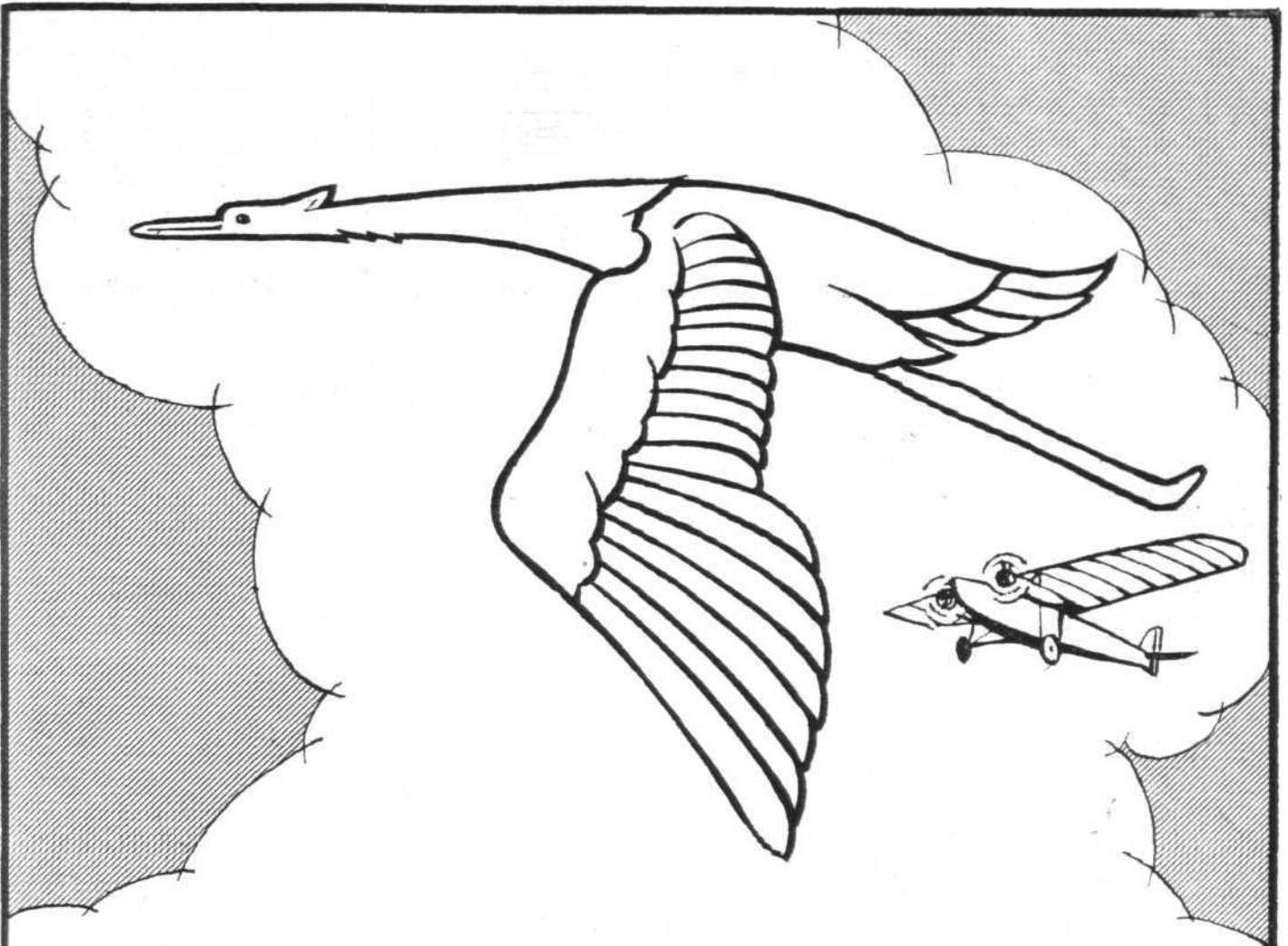
Airport lighting by several companies, and revolving beacons, enabled a number of machines to do the first (intentional) night flying seen hereabouts and a club machine was festooned with small bulbs and flown with effect by Mr. de Blicquy.

On the second day a further twenty-five planes came in from Saint Paul and intermediate points. They were led by the Ford all-metal transport powered with three Wasps, and a Hamilton eight-seater with a Hornet engine and piloted by Mr. Charles W. "Speed" Holman, recent winner of the Gardner Cup. These were the main centres of interest with the two Douglas army planes brought by Major Ray S. Miller, 109th Aero Squadron, and Lieut. Tom Lane. Two Curtiss Robins were also exceedingly interesting in the crowd of more or less stereotyped OX 5 biplanes.

Half a gale of wind and subsequent rain spoiled the second day's programme. Only the heavyweights took the air for a fly-past, but the looping in formation of the U.S. military



Great and Small at the Winnipeg Aviation Meet, May 24 and 25. The 65 h.p. Monocoupe of Mr. Verne Roberts and the tri-motor Fokker owned by the Western Canada Airways.



THE ENGINE THAT HAS AGAIN MADE FLYING HISTORY.

For the third time the

ATLANTIC FLOWN

At 3.10 p.m. on June 13th, the "YELLOW BIRD," piloted by JEAN ASSOLANT and navigated by RENE LEFEVRE (Wireless Operator: Bernard Lotti, Jr.), left Old Orchard, MAINE, U.S.A., and landed at SANTANDER, Spain, at 8 p.m., June 14th.

3,560 Miles in 28 hours 50 minutes.

THE WORLD'S LONGEST FLIGHT OVER WATER.

ENGINEED BY

Hispano-Suiza

Manufacturers:

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planes and Chadwick Smith in a Whirlwind Waco, and informal speed trials between high powered craft, provided plenty of interest.

As a culmination Mr. Holman, flying the all-metal Hamilton with some passengers, drew it up from 185 m.p.h. into the most deliberate and breath-taking of loops.

To prevent the dripping spectators from having stayed in

vain, Mr. Holman took up the sport Waco and performed for 45 minutes in the pouring rain. With stunts which at least 95 per cent. of those present had never heard of, he kept lines of white wet faces lining the leading edge of every plane, the crowd having with one accord taken shelter beneath friendly wings until the Moths looked positively motherly.

F. D. B.

Mr. Charles W. "Speed" Holman, operations manager of the Northwestern Airlines Inc. Mr Holman piloted a Hamilton all-metal "Path-



finder" to the Winnipeg Aviation Meeting in May. Flying a sport "Waco" in the heavy rain, he also gave an outstanding aerobatic display

LIGHT PLANE CLUBS

London Aeroplane Club, Stag Lane, Edgware, Sec., H. E. Perrin, 3, Clifford Street, London, W.1.
Bristol and Wessex Aeroplane Club, Filton, Gloucester. Secretary, Major G. S. Cooper, The Aerodrome, Patchway, Glos.
Cinque Ports Flying Club, Lympne, Hythe. Hon. Secretary, R. Dallas Brett, 114, High Street, Hythe, Kent.
Hampshire Aero Club, Hamble, Southampton. Secretary, H. J. Harrington, Hamble, Southampton.
Lancashire Aero Club, Woodford, Lancs. Secretary, Mr. Atherton, Avro Aerodrome, Woodford.
Liverpool and District Aero Club, Hooton, Cheshire. Hon. Secretary, Capt. Ellis, Hooton Aerodrome.
Midland Aero Club, Castle Bromwich, Birmingham. Secretary, Maj. Gilbert Dennison, 22, Villa Road, Handsworth, Birmingham.

Newcastle-on-Tyne Aero Club, Cramlington, Northumberland. Secretary, John Bell, Cramlington Aerodrome, Northumberland.
Norfolk and Norwich Aero Club, Mousehold, Norwich. Secretary, G. McEwen, The Aerodrome, Mousehold, Norwich.
Nottingham Aero Club, Hucknall, Nottingham. Hon. Secretary, Cecil R. Sands, A.C.A., 30, Park Row, Nottingham.
The Scottish Flying Club, 101, St. Vincent Street, Glasgow. Secretary, George Baldwin, Moorpark Aerodrome, Renfrew.
Southern Aero Club, Shoreham, Sussex. Secretary, Miss N. B. Birkett, Shoreham Aerodrome, Sussex.
Suffolk Aeroplane Club, Ipswich. Secretary, Maj. P. L. Holmes, The Aerodrome, Hadleigh, Suffolk.
Yorkshire Aeroplane Club, Sherburn-in-Elmet, Yorks. Secretary, Lieut.-Col. Walker, The Aerodrome, Sherburn-in-Elmet.

LONDON AEROPLANE CLUB

(JUNE 9-15).—Instructors: Maj. H. G. Travers and Capt. F. R. Matthews. Ground engineers: C. Humphreys and A. E. Mitchell. Aircraft:—The following machines were in commission: G-AABN, G-EBZC, G-AAEX, and G-EBXS. Total flying time for the week, 72 hrs. 40 mins. Dual instruction: 39 members received dual instruction, the time being 42 hrs. 35 mins. Solo flying: 33 members flew solo, the time being 30 hrs. 5 mins. The following members made their first solo flights: M. W. Purser, the Hon. Miss M. K. Leith, and R. Hungerford. "A" licences: C. W. Horne passed the qualifying tests for his "A" licence.

Suspensions.—The committee has had to take action in three cases where the Club's bye-laws have been contravened, and the following three members have been suspended from flying club aircraft:—

- N. F. Shelley, without previous permission, flew beyond the three-mile limit and alighted at Heston and damaged the Club aircraft. Suspended for one month from May 17 to June 17.
- A. C. Thomas stunted at a low altitude over Hendon Aerodrome. Suspended from May 19 to June 30.
- J. M. H. Hoare, flying low over houses in Edgware. Suspended from May 20 to July 31.

BRISTOL & WESSEX AEROPLANE CLUB, LTD.

(JUNE 9-15).—Pilot instructor: E. W. B. Bartlett. Ground engineer: A. W. Webb. Machines in commission (2): YH, TV. Flying time for the week, 19 hrs. 20 mins. Pupils instructed (5), 5 hrs. 5 mins.; soloists (1), 45 mins.; licensed pilots (16), 8 hrs.; passengers carried (25), 8 hrs. 50 mins. Flying has been out of the question on three days of the six.

On the 9th there was a cheery little gathering which enjoyed the bombing competition. This produced a very close contest. Bombs in the form of bags of flour had to be dropped at from not less than 500 ft. Eventually Mr. T. W. Campbell just won from Mr. C. F. Uwins, both almost scoring the bull's-eyes. Fortunately, the wind did not necessitate machines crossing the enclosure, as some of the marksmen scarcely qualified for proficiency pay! It was great fun, though. Mr. Holmes, Mr. Downes Shaw, and Mr. R. A. Hall flew to the Cambridge rally and thoroughly enjoyed an excellent show.

CINQUE PORTS FLYING CLUB, LTD.

(JUNE 9-15).—Pilot instructor: K. K. Brown. Ground engineer: R. H. Wynne. Machines: P.M. and R.I. Total for week, 13 hrs. 55 mins. Dual: Mr. Pitt, 1 hr.; Mr. Higgett, 30 mins.; Mr. Hume, 30 mins.; Mr. Whittingham, 30 mins.; Mr. Harber, 30 mins.; Mr. Mann, 1 hr.; Mr. Lillingston, 1 hr. 30 mins.; Mr. Bardoe, 15 mins.; total (8 members), 5 hrs. 45 mins. Soloists under instruction: Mr. Ellis, 1 hr.; Mr. Richardson, 45 mins.; Mr. Pitt, 3 hrs. 15 mins. "A" pilots: Mr. Wright, 15 mins.; Mr. Richardson, 1 hr. 15 mins.; Mr. Pitt, 15 mins. Joy-ride (1), 30 mins. Tests (7): 55 mins. Special journey: Croydon to Lympne, 45 mins. The weather was again very bad and stopped club flying completely on Thursday, Friday, and Saturday.

On Sunday, June 9, Mr. Richardson, of London, and Mr. W. J. Ellis, of 10, Cheriton Gardens, Folkestone, completed their tests for "A" licence in good style, Mr. Ellis putting up a particularly good performance. On Monday, June 10, Mr. A. Pitt, of Waterford, Ireland, accomplished his tests for "A" licence. Mr. Bardoe, of Gravesend, commenced instruction on June 12.

On Saturday, Mr. Brown fetched "R.I." back from Croydon after the completion of her complete engine overhaul.

HAMPSHIRE AEROPLANE CLUB

(JUNE 9-15).—Pilot instructors: F/Lt. F. A. Swoffer, M.B.E., and Mr. W. H. Dudley. Ground engineers: Mr. E. Lenny and Mr. J. Elliott. Aircraft: D.H. 60 Moth G-EBOH and Spartan G-AAFR. Flying time for the week: 31 hrs. 15 mins. Pupils under instruction: (20), 11 hrs. 45 mins. Soloists (8): 9 hrs. 5 mins. "A" pilots: (12), 8 hrs. 10 mins. Passengers (3): 1 hr. 5 mins. Instructors, solo and tests: (10): 1 hr. 10 mins.

This week our flying has been seriously interfered with by high winds and rain, but nevertheless Messrs. Brewster and Tobutt have made successful first solo flights, and Major Thorn and Lts. Hicks and Smith have passed their tests for "A" licences.

We are well represented in the King's Cup Race this year, the members flying including Lady Bailey (a Vice-President), Col. Strange, Lt. Kimmins, R.N., and Messrs. Schreiber, Chalmers, Staniland, Leech, and Stack.

Members are reminded that they are allowed by the R.A.F. Display Committee to purchase two tickets (and only two) for the 10s. enclosure at Hendon on Saturday, July 13, for the price of one. Applications should be made to the Secretary immediately.

LANCASHIRE AERO CLUB

(JUNE 9-15).—Flying time, 24 hrs. 10 mins. Instruction: (14) 9 hrs. 55 mins. Solo flights: (19) 10 hrs. 30 mins. Passenger flights: (11) 1 hr. 55 mins. Tests: (11) 1 hr. 50 mins. Machines in commission: EC, QL. Soloists (under instruction): Serck, Maxwell, Greg, Lister, Ashworth, W. Pilots: Garner, Davies, R. G., Weale, Goss, Mills, Goodfellow, Lacayo, Nelson, D., Meads, Hardy, Ruddy, Harrison, Gattrill, Michelson.

Passengers: (with Mr. Williams), Hazlewood; (with Mr. Mills): Goss, Miss Studholme, Miss Torkington; (with Mr. Lacayo): Lett; (with Mr. Goodfellow): Mills; (with Mr. Hardy): Maye; (with Mr. Hall): Turner, Miss Brookes; (with Mr. Michelson): Eaton.

High winds and rain have restricted flying but in spite of these Mr. Lister was successfully launched solo.

On Wednesday afternoon we started an innovation in the way of sending a machine over to the temporary Manchester Air Port at Wythenshawe for the use of members. It is hoped to continue this arrangement throughout the summer.

In connection with the King's Cup Race the Club proposes to hold an informal flying meeting at the Squire's Gate Aerodrome, Blackpool, in conjunction with the Lancashire School of Aviation, Ltd. The meeting will take place on Friday afternoon, July 5, and Saturday, July 6. Will any

club or private owners who would like to be present with a machine get into touch with the Secretary as early as possible. There will be a number of amusing events open to visiting aircraft.

LIVERPOOL & DISTRICT AERO CLUB

(JUNE 9-15).—Machines in commission: 3 Avro Avians, W.K., X.Y., Z.M. Instructor: Flt. Lieut. J. B. Allen. Ground engineers: Messrs. H. Pixton, M. Mason. Total flying time: 36 hrs. 20 mins. Pupils (dual) (28): 21 hrs. 40 mins.; solo (3): 3 hrs. 40 mins. "A" pilots (9): 9 hrs. 25 mins. Passenger flights (3): 45 mins. Test flights (8): 50 mins.

The following new pupils commenced flying under instructions this week: Mr. G. N. C. Smyth and the Rev. R. Lloyd.

Our other sky pilot, the Rev. Woosnam Jones, completed his examination for Aviator's Certificate this week, and is now fully fledged.

Mr. Mouldsley flew to the Cambridge Rally, and carried off the first prize in the On to Cambridge arrival Competition. We learn that a "Happy time was had by all."

Incidentally last week Mr. Parker took one of our machines South, but the undercarriage went West, this showing once more how these Avians can travel. (All right Dobbie, our fault this time!)

Lady Bailey, our Vice-President called on Saturday, and after filling up continued her journey to the South.

MIDLAND AERO CLUB

(JUNE 9-15).—The total flying time was 63 hrs. 36 mins. Dual: 27 hrs. 10 mins. Solo: 22 hrs. 45 mins. Passenger: 12 hrs. 17 mins. Test 1 hr. 24 mins.

The following members were given dual instruction by Mr. W. H. Sutcliffe: R. O. Wilcoxon, P. B. Hackett, J. R. Bond, L. V. Mann, T. W. Wild, H. Coleman, F. T. Lydall, K. S. Neale, T. G. Ellison, H. A. Taylor, L. W. Farrer, N. B. Tompson, F. G. Robinson, T. N. Khatri, H. Beamish, G. Norton, J. A. Ridsdale, E. Skuce, J. E. Yardley, Dr. W. G. Tilleke, Capt. H. G. Tower, H. E. Evans. Advanced dual: C. W. R. Gleeson.

"A" pilots: E. P. Lane, S. G. Hall, R. D. Bednell, S. H. Smith, J. Rowley, R. L. Jackson, W. M. Morris, J. K. Morton, J. Cobb, S. Duckitt, E. D. Wynn, W. Swann.

Soloists: R. O. Wilcoxon, P. B. Hackett, T. G. Ellison, H. E. Evans, F. G. Robinson, K. S. Neale, T. W. Wild, Dr. W. G. Tilleke.

Passenger flights were given to twenty-five members.

Mr. R. O. Wilcoxon passed the flying tests for his "A" licence.

Messrs. T. G. Ellison, K. S. Neale, and F. G. Robinson made good first solos.

Mr. W. H. Sutcliffe has been appointed Chief Instructor to the Midland Aero Club.

NEWCASTLE-UPON-TYNE AERO CLUB

(JUNE 10-16).—Instructor: G. M. S. Kemp. Engineer: W. Dunning. Assistant: J. Tait. Aircraft (3): PT, LX, QV.

Flying time: 35 hrs. 5 mins. Instruction: 20 hrs. 50 mins. "A" pilots: 5 hrs. 20 mins. Solo training: 7 hrs. 30 mins. Passengers: 50 mins. Tests: 35 mins.

Messrs. Wilkens, Wright, Crosse, and Duffie all completed their first solo flights very successfully. Mr. Wright made a very remarkable achievement, going off solo after only 3-45 hrs. instruction. Mr. Crosse completed his tests for an "A" Licence in a very successful manner, and we hope the others will soon follow his example. Mr. Chalmers, of the London Club, again visited us, having come north for a visit to the North East Coast Exhibition. "Geraldine," the *Daily Mail* D.H. 61, called at the Aerodrome to refuel on its way to Scotland. Flying suffered a set back on Sunday, June 16, a high west wind developing gale force at times swept across the aerodrome.

Members were compelled to spend their leisure time in the Club House.

THE NORTHAMPTONSHIRE AERO CLUB

(JUNE 9-15).—Instructor: E. F. Palmer. Ground engineer: J. B. Gallagher. Aircraft (2): IC, IE. Flying time, 11 hrs. 5 mins. Instruction: 8 hrs. 20 mins. Soloists: 55 mins. Passenger: 5 mins. Tests: 1 hr. 45 mins.

Visitors to the Sywell Air Pageant will be pleased to hear that the Sywell Mayfly B-EER greatly distinguished itself on Saturday last at the Brooklands meeting for Alvis cars by winning a silver cup in a race for all Alvis cars except 80-m.p.h. and F.W.D. models.

This great surprise was largely due to the skilful driving of Mr. J. Linnell and his valuable assistant, Capt. B. Olney. It may be mentioned that its famous engine and mechanical slots were not used on this occasion.

SOUTHERN AERO CLUB

(JUNE 10-16).—Following a fairly quiet week, we were able to get in some flying on Sunday, despite the rather high winds prevailing at first.

Mr. R. Malcolm flew down from Stag Lane on Saturday, on a Gipsy Moth, A1, returning on Sunday evening.

During the week, Mr. Mayne of Shoreham, started dual instruction, and appears to be shaping well.

SUFFOLK & EASTERN COUNTIES AEROPLANE CLUB

(JUNE 2-15).—Instructors: G. E. Lowdell, A.F.M., R. T. M. Clayton. Ground engineers: E. Mayhew, H. C. Brown. Aerodromes: Hadleigh, Suffolk, and Conington, Cambs. Aircraft: "Bluebirds" RE, SZ, UH, and ABF. Total flying time: 60 hrs. 20 mins. Thirteen members were given dual instruction (13 hrs. 40 mins.); six members flew solo under instruction (3 hrs. 25 mins.); flights were made by 11 "A" and "B" licence members (31 hrs.); six passengers were carried (4 hrs. 40 mins.); 19 tests were made (8 hrs. 5 mins.).

Mr. Clayton has now taken over the duties as instructor at Conington, and the shed is completed, so that our private housing problem, which it is feared has caused much inconvenience to Cambridge members, is now solved.

YORKSHIRE AEROPLANE CLUB

(JUNE 9-15).—Pilot instructor: Flight-Lieut. H. V. Worrall, D.S.C. Ground engineer: R. Morris. Assistant ground engineer: G. Speight. Machines in commission (3): SV, RF, and BD. Flying time for the week, 37 hrs. 50 mins. Instruction (5): 3 hrs. 55 mins. Soloists (5): 5 hrs. 55 mins. "A" pilots (16): 25 hrs. 20 mins. Passengers (15): 2 hrs. 30 mins. Tests (1): 10 mins.

Mr. Langley and Mr. Barnett completed their "A" licence tests. On Wednesday we had a visit from the *Daily Mail* D.H. 61 "Geraldine." The business possibilities of aviation were demonstrated by one of our members this week. Mr. A. Knowles Fitton flew G-AABD to Kidderminster on Monday, and landed on the prospective municipal aerodrome for that town. Later, he flew to Gloucester and landed at Brockworth Aerodrome. The next morning he was able to keep an appointment there and yet be back in Yorkshire in time for lunch.

FROM THE FLYING SCHOOLS

Phillips and Powis School of Flying, Reading Aerodrome

(JUNE 2-15).—Instructors: Flying Officer Shepherd and R. T. Michlemore. Flying time: 35 hrs. 10 mins.

Another "Moth" has been acquired and collected by our managing director from Scotland last Monday, to help cope with the increasing number of pupils.

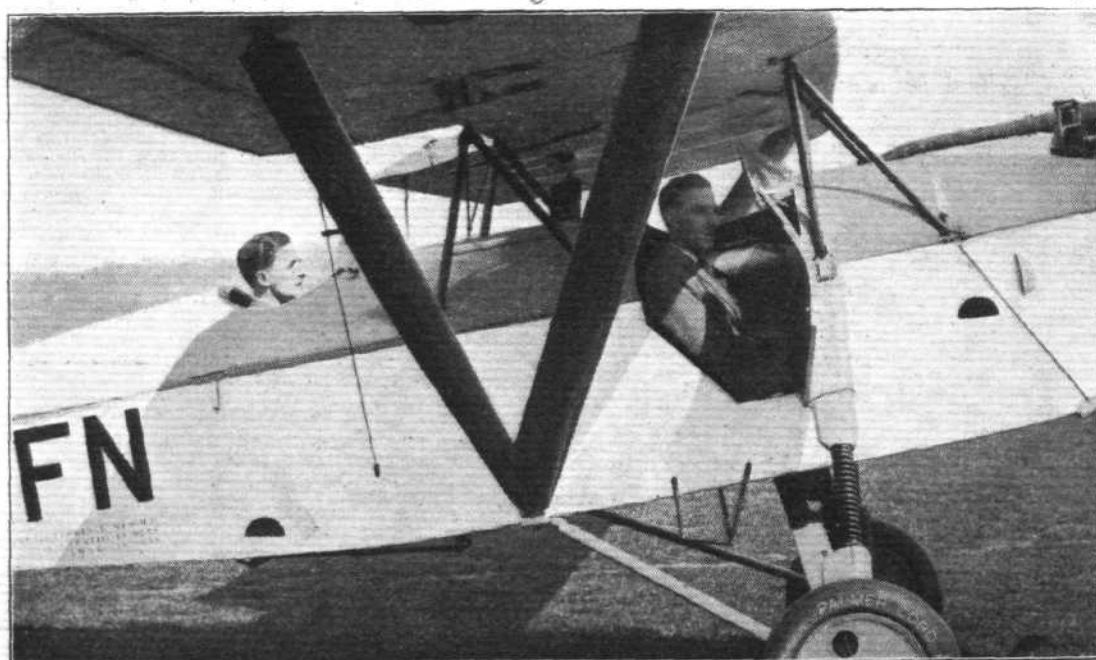
We have to congratulate Messrs. Allen, Swann, Edwards, and Guard for passing their tests for their "A" licence.

Maj. Allen put up a particularly fine performance considering the short time he has been with the school.

J. W. Lyle made a very successful first solo after dual instruction of only four hours.

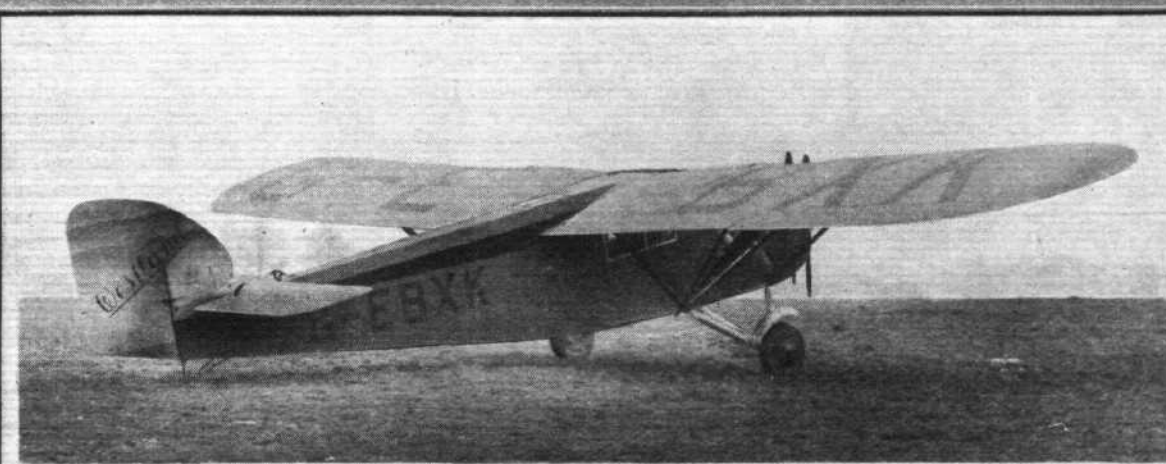
Our first Chinese lady pupil, Miss Ling, took her first lesson this week. She shows promise.

The school wishes to extend an invitation to all private owners to visit the Reading Aerodrome. No landing fees are charged.



This photograph shows the exceptional easy access to the cockpits of the Westland "Widgeon" monoplane, and the freedom of view downwards, particularly from the passenger's cockpit. Incidentally, the new undercarriage is seen on this machine. Mr. H. Penrose is in the rear cockpit. He is one of the Westland Aircraft Co.'s pilots.

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ROYAL AUSTRALIAN AIR FORCE

Equipment of a Fighter Flight

IT may now be announced that the Royal Australian Air Force has decided to proceed forthwith with the formation of a flight of single-seater fighters, and has selected the Bristol "Bulldog" with "Jupiter" Mark VI, as the equipment for that unit. An order for eight "Bulldogs" is being placed with the Bristol Aeroplane Co., Ltd.

It may be remembered that on the occasion of the christening of the first "Seagull" for the R.A.A.F., Sir Joseph Cook, then High Commissioner for the Commonwealth, remarked that it was the policy of the R.A.A.F. to use machines of the same type as were used by the R.A.F. in order that there should be uniformity in time of war. It is not a modest policy, but it is a policy characteristic of the R.A.A.F. No one blames New Zealand, where the air service is not on an independent and "Royal" footing, but is, in fact, in a rudimentary state—for making a beginning with fighters of a type which is sound but now obsolete in the R.A.F. Australia, however, will have nothing but the best. Her two "general purpose" squadrons are in process of being re-equipped with "Wapitis," although only a few overseas squadrons of the R.A.F. have yet received a really modern type of general purpose aeroplane. Now the very first fighter unit in Australia is to be equipped with a type which most squadrons of the Fighting Area, A.D.G.B., are still eagerly expecting.

At the same time, it must not be supposed that Air Commodore Williams, C.B.E., D.S.O., and his advisers slavishly follow the example of the Air Ministry. Though the policy of uniformity undoubtedly counts for much at Melbourne, still, whenever a choice of type was to be made, full consideration is given to the claims of several tenderers. In fact, this does not clash with the policy of uniformity, for the Royal Air Force usually employs two or more types of the same class of aeroplane simultaneously. It is noticeable, however, that in each of the two decisions recently taken the

R.A.A.F. has decided on a modified version of the R.A.F. type in order to comply with local conditions. The "Wapitis" now being ordered for the R.A.F. have an all-metal framework; those ordered for Australia have a metal fuselage and wooden wings. The "Bulldogs" of the Fighting Area have "Jupiters," Mark VII (supercharged), while the Australian "Bulldogs" are to have the Mark VI "Jupiter."

The wooden wings of the "Wapitis" were probably due to considerations of local replacement. The absence of supercharging in the "Jupiters" presumably indicates an appreciation of local air defence problems. The English Channel can be crossed by landplane bombers in a few minutes, and consequently the great need of the defending fighters is rapid climb and high performance at an altitude. There are no narrow seas round the Australian shores, and consequently the tactical problem is different. It is true that the island of New Guinea is divided between Holland and Australia, and the latter is responsible for the defence of Papua. But that hardly creates a tactical problem. Even if some malevolent fairy were to revive the spirit of the days of Van Tromp and Blake, which seems utterly impossible, the Dutch East Indies, lying under the very shadow of Singapore, could never be a menace to Australia. In fact, no enemy to Australia is in sight, and therefore special tactical qualities in her fighting aeroplanes are unnecessary. On general defence grounds it would be inadvisable for the R.A.A.F. to be altogether without fighter units, but Sir John Salmond in his report only recommended the formation of two flights of single-seater fighters, and of these only one is now being formed. The programme, in fact, follows the traditional British policy of maintaining a defence force which is very small but very good. The men will certainly be of the best, and the decision to give them "Bulldogs" and "Jupiters" assures us that the machines and engines will also be up to the highest standard.

F. A. DE V. R.

SOUTH AMERICA'S URGENT NEED FOR EXTENSIVE AERIAL TRANSPORT

Lack of Railways Means Necessity of Aircraft

[The lack of adequate transport system in South America coupled with the huge size of that great Continent leaves a fine opportunity for aviation development. In the following article, published in the Monthly letter of the Royal Bank of Canada, we are given an authentic and intimate survey of the present aerial progress. As the Royal Bank of Canada points out, in its communication to us, the need for aerial transport is more acute in South America than elsewhere.—EDITOR.]

BY the end of 1929, it will be possible to travel by air from Montreal to Santiago, Chile, across the lower Andes to Buenos Aires and to return via the Brazilian coast to New York and Montreal. There are air lines in every country of South America, and many of them are in daily use. This great improvement in the communication facilities of the continent has been made in the past eight years, before which period no commercial aircraft were in operation. Already its influence upon the development of South American republics is apparent.

On that vast continent where the population is engaged chiefly in the production of raw materials and where distances between large centres of population are so great, trade development is particularly dependent on the means of communication and transportation. Argentina has the most extensive railway system of any country south of the United States, and her rivers are navigable the year round. This may have much to do with the fact that her foreign trade is over 50 per cent. of the total commerce of the continent, and that among the nations of the world she ranks as thirteenth in her capital trade. Other countries on the continent have not the topography favourable to the building and maintaining of surface transportation, the costly and difficult nature of which has been an important factor in their rapid advance in the field of aviation.

Colombia's Progress

The greatest development in aerial transport in South America is found in Colombia and Peru, the rich, mountainous countries of the north and west. Colombia's main artery of communication is the Magdalena River, whose shallowness has

made the introduction of supplementary facilities essential. This need has given the country precedence in South American aviation, both in priority and in efficiency. As early as 1921, the "Scadta" was operating a weekly aerial service over the Magdalena as far inland as Girardot, some 800 miles from the Atlantic Coast. Girardot is connected by train with Bogota and the commercially important district surrounding that city. The company is now operating on a daily schedule, and carries freight as well as mail and passengers. The fare by hydroplane to Girardot is \$250, whereas to travel by river boat costs only \$40; but the journey has been reduced from one of at least eight days and nights to one of eight hours, and the travelling conditions of the two routes are not comparable. There is a branch line to the coffee-growing district of Bucaramanga in the east, one to the banana region of Santa Marta near the Atlantic Coast, and a third serving a district 100 miles south of Bogota. For the traveller who wishes to reach the Pacific Coast region from the Magdalena River Valley, there is the route from Barranquilla at the mouth of the river, across the Andes to the Pacific port, Buenaventura. He may make several stops along the way, and complete the journey in eight hours. The "Scadta" lines extend through Ecuador to Paita, in Peru; and their latest addition is the line to Cristobal in the Canal Zone, where it links with services from as far north as New York and Montreal.

Dusting Cotton Fields by Aircraft

A peculiar need for the aeroplane is found in Peru, where the Andes separate the country into two distinct economic units. The foreign commerce of the western province flows through ports on the Pacific Coast, while the eastern provinces use Iquitos, on the headwaters of the Amazon, as their entrepôt. As long as internal contact was possible only by a difficult overland journey of thirty or forty days, common interests were few; but a mail and passenger air service between Iquitos and San Ramon, the head of rail and motor transport from Lima, is proving a means of stimulating communication between the West and the East, and furnishes the basis for development of a stronger national unity.

The air transport companies operating along the coast and in the coastal valleys of Peru are filling a real need. Co-operation between these lines and steamship companies ensure a much more efficient transport service than formerly, and mails are distributed with speed and regularity. Peru was the first South American country to make use of the aeroplane in dusting cotton fields, and this method of combating pests has been found very satisfactory.

German and French Air Lines of Brazil

One of the conditions for successful operation of air lines is long distance between the districts to be served. Brazil fulfils this condition. She has a coast line of over 3,000 miles, but with the exception of a network of railways serving the zone surrounding her capital city, and another in the coffee state of Sao Paulo, the hundreds of miles between economically important districts had, before the establishment of air lines, only steamship connection. Another factor which has worked toward giving Brazil air transportation, is her proximity to Africa. Natal, in the north of Brazil, is many hundred miles nearer the eastern world than is any other point in the western hemisphere. This encouraged the French company who have been operating between Toulouse and North Africa for several years, to extend their route by 'plane and steamship in 1928 to Natal, and thence southward along the coast to Buenos Aires, with stops at nine cities in Brazil and at Montevideo in Uruguay. Six countries are thus brought into close touch with one another, and the trip from Paris to Montevideo requires only eight days. The hydroplane services operate only to the island of Fernando de Noronha on the Brazilian side, and to Cape Verde Islands on the eastern part of the route, but it is expected that the fast steamers which now complete the Atlantic crossing will be replaced by hydroplanes within a short time.

Brazil has several internal services running on regular schedules. A subsidiary of a German company operates the full length of the coast, and another company gives weekly passenger service between the cities of Rio de Janeiro, Santos, Paranagua, Florianopolis, Rio Grand, and Porto Alegre in the extreme south. Porto Alegre is also on a separate line which serves two other cities on the shore of Lagoa dos Patos, a coastal lake 150 miles long.

In addition to these longer passenger routes in South America, there are local activities which may attract less attention, but play just as important a part in the develop-

ment of the countries. Mining concerns in Argentina, Colombia and British Guiana, and oil companies in Venezuela, are using planes for transport over difficult areas; surveying, dusting and photography from the air are activities well known on the continent; and several countries have their aero clubs and aviation schools. A singular service of the aeroplane to countries endeavouring to settle boundary disputes is that of surveying districts which could not have been mapped by any other means.

Aviation—A Good Advertisement

Perhaps the most important effect which aviation has had on trade development in South America is the quickening of outside interest in her potentialities. Now that communication by air has been established there, distances have been cut in half, and in many cases are only one-third of what they were in the past, with the result that the continent's possibilities may be more quickly discovered and widely understood among those who have the capital necessary for its development. The mail system has been transformed. Inland districts of Colombia and Peru need no longer wait weeks for mail, and Rio de Janeiro and Buenos Aires are only seven or eight days distant from New York and London. Trade contracts may therefore be made in as many days as it once took weeks, and the increased speed in the conduct of business cannot but react favourably on both internal and external trade.

In conclusion, it may be of interest to note that exclusive use of 19 airports and landing fields for inter-continental air transport service along almost 3,000 miles of South American coast-line, stretching from Northern Brazil to Argentina, has been assured the New York, Rio and Buenos Aires Line, Inc., through an operating agreement just completed with Compagnie General Aeropostale, owners and operators of the airport chain. This agreement, which extends for a period of 10 years, excludes any other company other than the New York, Rio and Buenos Aires Line, Inc., from using these 19 airports, the only available landing fields over the 2,700-mile stretch. Thirteen of these fields are regular airports, with hangars, radio stations, boundary and flood lights, administration buildings and shops, and petrol-storage systems and pumps. The remaining six auxiliary fields are equipped with hangars and other accessories. All the airports are approximately 150 miles apart.

THE MALTA AIR DISPLAY

By A Naval Pilot

NOW that the Royal Air Force Display at Hendon is occupying the minds of everyone, perhaps they might also like to hear of our little show which is given yearly by the Royal Air Force and Fleet Air Arm in Malta.

This year the participants were the Royal Air Force and Naval pilots of H.M.S. *Courageous* and of 202 Squadron, Calafra.

The programme was run on very much the same lines as at Hendon, though, of necessity, it was rather less varied, due to lack of material and the very limited time available for working up, in fact only three weeks.

However, as an amusement for the air-minded, as education for those less fortunate and as an opportunity for the feminine world to wear their best frocks and to criticise those of others, it was voted a success.

The party took place at Calafra Bay, the seaplane base, and the slipway provided an excellent enclosure for the spectators and their cars. One of the hangars provided ample space for the 1,600 privileged guests to sit down to tea.

On the two previous years the display has been held at Hal Far aerodrome, a stony waste about 2 miles away, but owing to the dust nuisance and traffic complications up one narrow road, the authorities decided to experiment, and, judging from the general trend of events and comments, this experiment was amply justified.

The afternoon started by some individual stunting and crazy flying by two Flycatchers, which distracted the attention of the spectators while the three large formations of Flycatchers, Fairey III F's and Darts got into position for Event 1.

Each formation, in layers 300 ft. apart, approached from different directions and crossed simultaneously over the Bay in squadron formation, V, and line abreast, after which the Flycatchers "threaded the needle" through a circle of Darts to the accompaniment of a monumental blue note. Afterwards, the seaplanes of number 202 Squadron flew round in formation. There was a high wind and a consider-

able loup in the Bay so the subsequent landing gave some cause for speculation.

Event II was an aerial combat between a reconnaissance aircraft and two Flycatchers. After the usual rough and tumble the larger machine disappeared, out of control and burning fiercely, behind an adjacent headland where it "crashed" with a loud report and much smoke (unfortunately white). However, she had already accounted for one of her assailants.

Event III was Converging Bombing by Four Flycatchers, on a raft moored in the Bay; considering the strong wind the speed and accuracy of bombing was excellent.

Event IV was stunting in formation by three Flycatchers and consisted of loops in V-formation, also in succession, and of half rolls off the top, finishing with a vertical break-up.

Event V was a fly-past of Fleet Air Arm types of aircraft, which consisted of a Flycatcher, Fairey III F, Dart, Fairey III D drogue target towing machine, and a Fairey III D float plane. The bumps low down past the slipway were so catastrophic that this event was one of the least comfortable in the programme.

As a Grande Finale came the inevitable Set Piece.

An enemy auxiliary vessel, escorted by a submarine, attempted to make a landing on Home Territory, and was observed by a reconnaissance aircraft, who signalled for a striking force of torpedo bombers and fighters. The submarine was destroyed by torpedo fire and the auxiliary vessel dealt with by the fighters with bombs and machine-gun fire.

The submarine played its part perfectly and blew up in accord with the torpedo attack, and not several seconds before, as has been known in various other events of this type.

The weather was not kind with its very high wind, and one's sympathy was divided between the pilots, and their lady guests who were forced to divide their attention between the "aerial thrills" and the control of their garments.



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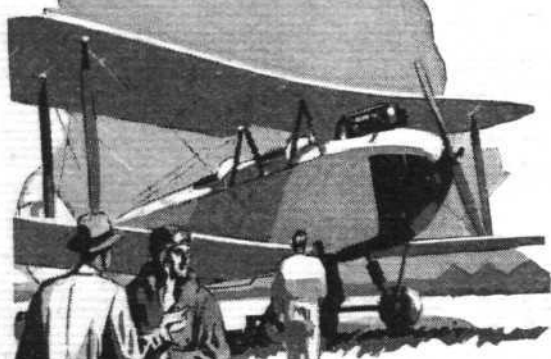
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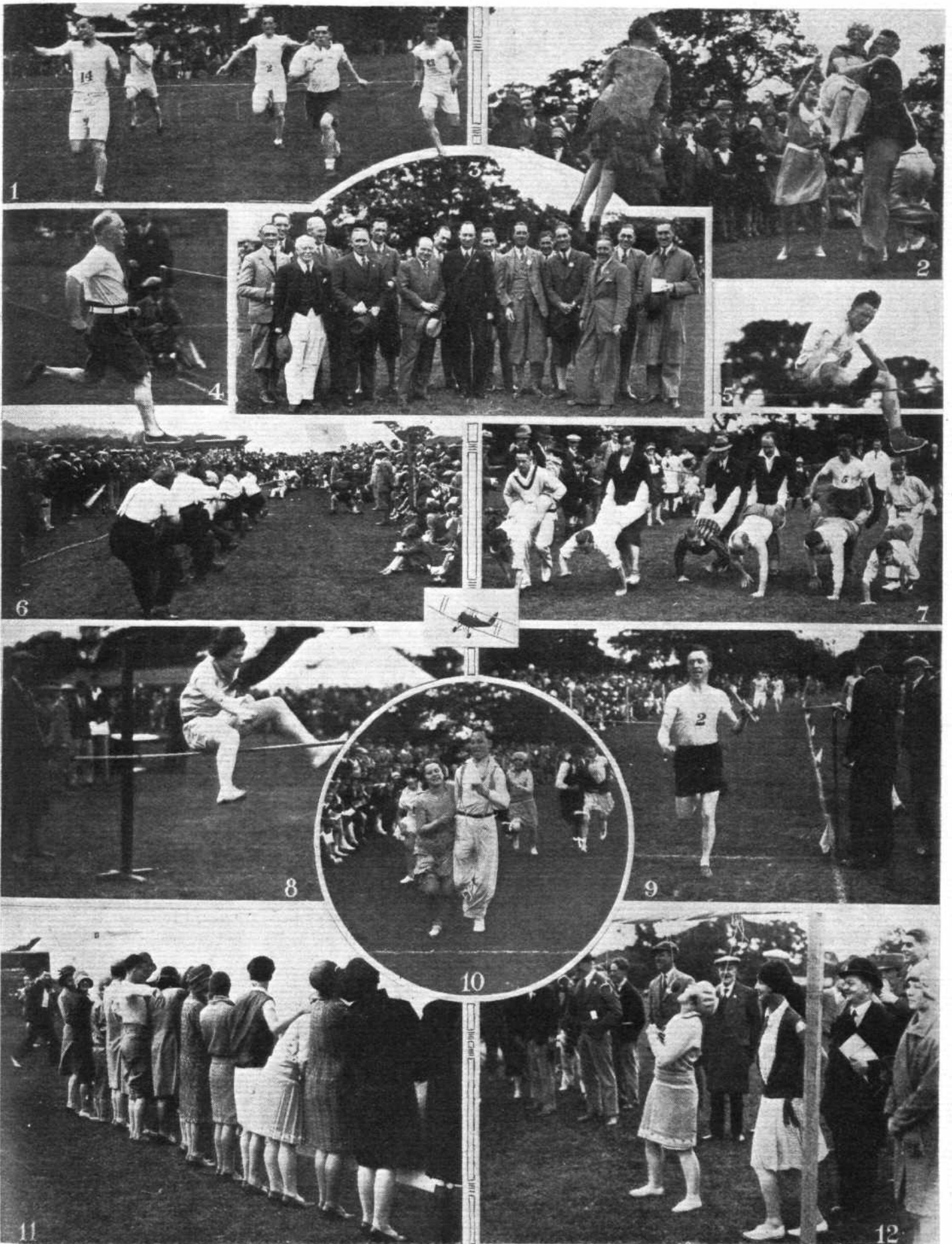
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"FLIGHT" Photographs

Playful De Havillands at Cannons Park last Saturday : (1) Men's 100 Yards final : 1st, Mr. G. Stilwell ; 2nd, Mr. H. R. Rogers ; 3rd, Mr. W. F. King. (2) Elopement Race. (3) Officials (left to right) : Mr. B. Ives, Capt. C. A. Pike, Capt. W. Lurcott, Mr. F. T. Hearle, Mr. C. C. Walker, Mr. W. E. Nixon, Herr Ernst Udet, Capt. J. H. Cordes, Capt. G. de Havilland, Mr. C. S. Thom, Mr. A. T. Groombridge, Wing-Comdr. D. S. K. Crosbie, Mr. O. W. H. Cooke, Capt. A. S. White, Mr. C. H. Golding, and Mr. W. T. W. Ballantyne. (4) Mr. A. Bissett winning 100 yards Veterans Race. (5) Mr. Farr winning High Jump at 5 ft. 5 ins. (6) Final of Tug-of-War : Engine Experimental Team (winners), furthest from camera, versus New Engine Department. (7) Human Wheelbarrow Race. (8) Miss O. Smith, winner of Ladies' High Jump. (9) Engine Experimental Department winning Inter-Department Race. (10) Mixed Three-legged Race ; 1st, Miss Duffey and Mr. Morley. (11) Behind the scenes in the Ankle Competition. (12) Bun-Eating Competition.

EDDIES

WHAT a chance for the "Yellow" journals was the unfortunate air liner mishap! Whole pages of illustrations, from all points of the compass, and then—some. Not forgetting columns of "interview dope," and what not to work up the 'errors. And almost as an after-thought, except in about two papers, just a few words of the millions of miles and tens of thousands of passengers carried by Imperial Airways with never a slip. Then take by contrast, on the same day, a boating accident, with five people drowned. In one of these papers, there appeared about three inches of type, in a remote corner, and I fail to find even mention of it elsewhere. Well, I suppose Britons get the newspapers they deserve, and so that's that.

THE twenty-five years' old French airman, M. Assolant, who, with his companions, last week flew the Atlantic in the "Yellow Bird," has quite outdone Hollywood in matrimonial eccentricities and hustle honeymoons. Married only a few days before, he was away by air back to France—minus his newly-acquired wife.

THEN as to the stowaway, Schreiber, who is stated to be a newspaper reporter, and the pity of it. Decent newspaper men can hardly be proud of such a brother scribe, who, by his selfish action, endangered not only the life of the pilot, but of his two companions, Lefevre and Lotti. Yet there are those who would make a hero of a pest like this; about on a par with one kissing a burglar good luck after he had had a pot shot at you and missed. Surely the pilots were taking sufficient risk in their adventure without this added handicap. It seems to me, prosecution for fraudulently travelling would more fit the case.

IT is heartening to see that Commander Kenworthy, M.P., who has now been joined up by the Socialist Government, is sound on aviation progress. Speaking the other day at an Air League dinner he said:—"I am speaking here as a party man, and while the money will be cut down, I hope this League will see that public opinion demands that a fair share will be expended in what I think will be the cheapest and the most efficient and greatest arm of the future. The new Government is prepared to give every possible assistance to the development of civil aviation."

THE tenth anniversary commemorative gathering at the Savoy of the Alcock-Brown Atlantic Flight has certainly brought it home to those who somewhat innocently had attributed to others the first crossing of the ocean. Both in London and in Canada the celebrations were very enthusiastic, and it must be somewhat of a shock to Colonel Lindbergh's supporters to learn now that he was not only not the first to fly the Atlantic (except as a solo flyer), but that he is only number 43 in the scale, by bringing in the 40 who travelled in R.34.

THE never-to-be-forgotten work of the Royal Air Force in the evacuation of Britons and foreigners from Kabul, and the splendid work of Sir Francis Humphrys, the British Minister at Kabul, received further tribute last Saturday, when Sir Francis, in distributing prizes at his old school, Shrewsbury, gave the following further facts regarding the R.A.F. men:—"I want to tell you," said Sir Francis, "something about an epic of the air which is unparalleled in history. When all means of communication by land were hopelessly cut off, aeroplanes flew to our rescue from Baghdad, and even from Egypt, covering as much as 1,100 miles in a single day. These machines had operated before only in hot climates at a maximum height of 4,000 ft., and they were suddenly called on to fly over snowbound, inhospitable mountains at heights far greater than the Alps in a temperature 30 deg. below zero, and to land on a strange aerodrome in 2 ft. of snow with a fierce battle raging in the neighbourhood. But never once did they refuse my call. More than 80 journeys were made and 35,000 miles flown with the loss of two machines, and 600 British subjects and foreigners were conveyed to safety without a single casualty."

"There was one exciting incident. King number two, besieged with a garrison of 5,000, was given 24 hours' ultimatum to surrender to an attacking force of 16,000. The alternative was a murderous assault with scaling ladders, no quarter, and a general loot and massacre. The King replied that nothing would induce him to come out unless the safety of himself and his ladies was taken in hand by

Englishmen. We had no soldiers and no means of enforcing authority except with our tongues. The aerodrome, situated between the two armies only 400 yards from each other, was raked with a devastating cross-fire. We had to take the risk and telegraphed for aeroplanes. When the machines arrived in sight we gave the signal to both armies to cease fire. Fortunately for us they obeyed the signal. The aeroplanes landed in silence and the King and his ladies, escorted by unarmed Englishmen from the Legation, went to the waiting machines and were flown safely to India. There is no doubt whatever that the R.A.F. on this occasion, by their gallantry, not only saved the city and the foreign legations from a terrible fate, but probably saved England from another war."

MR. W. C. BRIDGEMAN, the Chairman of the Governors, filled up the gap, modestly left by Sir Francis, by saying how proud Shrewsbury was of their old scholar who had saved the situation at Kabul by his great courage, coolness and knowledge of the idiosyncracies of those with whom he had to deal.

IN another direction, France, indeed, has reason to bless their aeroplane organisation. By that means in the recent catastrophe in Morocco, magnificent work was put in in relieving the besieged garrison at Ait Yacoub. The greatly reduced garrison were at their last stand when the help came from the air. A report states that victory appeared to be only a matter of hours for the tribesmen when over the mountains there swooped French bombing aeroplanes. 'Plane after 'plane dropped its load of bombs on the attackers, who scattered wildly to their mountain stronghold, closely pursued by the machine-gun fire from other aeroplanes. In all, over 600 bombs were dropped by the 'planes. The garrison in the fort signalled to the airmen that they were short of food and medical supplies. More aeroplanes, loaded with these necessities, were soon flying over the fort dropping the much-wanted supplies for the worn-out troops.

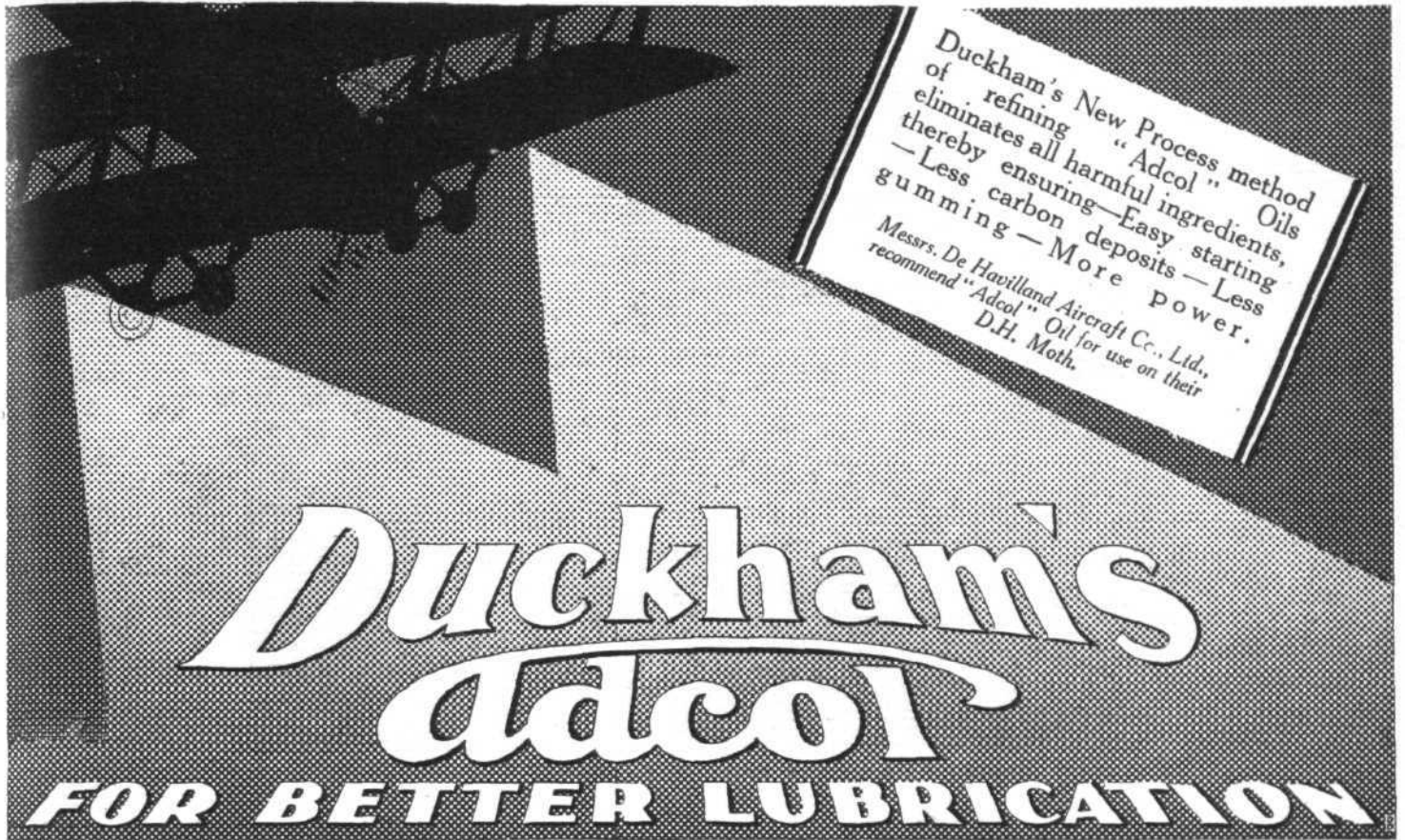
BARON VON HUHENFELD, who with Capt. Koehl and Col. Fitzmaurice, on the Bremen monoplane, made the first East-to-West Transatlantic flight last year, before his death presented this historic machine to the City of New York. Now it is announced the "Bremen" is to find a permanent resting-place, suspended from a ceiling, in the main concourse of the Grand Central Station of New York. Which would appear to be hardly an appropriate or the best abiding place for so famous an exhibit. Irrespective of its possibilities in that position of a glorious dust-collector, one of the leading aerodrome buildings would surely have made a better home. Possibly there is some good reason—sentimental or otherwise—unseen on the surface, for this selection, which presently may emerge.

IN quite an interesting direction aviation has made a new record by bringing to England a "package" containing a very rare shrub—Zelkova—from the high mountains of Crete, which it has long been sought to bring into cultivation in this country, through the help of the Iris Society.

The plane carrying the Indian air mail, which stops at Suda Bay, Crete, recently, through the courtesy of the Imperial Airways, Ltd., under arrangement with the Iris Society, took delivery of a package on a given Thursday, addressed to Mr. G. P. Baker, an ex-President of the Society. Within 20 minutes of the arrival of the aeroplane at Croydon, on the following Sunday evening, it was duly handed to him safe, in good condition, and the plants are now at the Royal Botanic Gardens at Kew. Under the old method of transport by steamer, the survival of this unique species would have been almost impossible.

APPARENTLY the recent failure of the Graf Zeppelin to cross the Atlantic has developed a certain amount of friction, as report gives voice to the resignation of Herr Alfred Colsman, the Managing Director of the combination of airship companies which years ago drew the world's attention to the then insignificant town of Friedrichshafen. The official explanation is that he desires to devote himself to problems of political economy. I fancy somehow the real explanation is to be looked for in differences between himself and Dr. Eckener.

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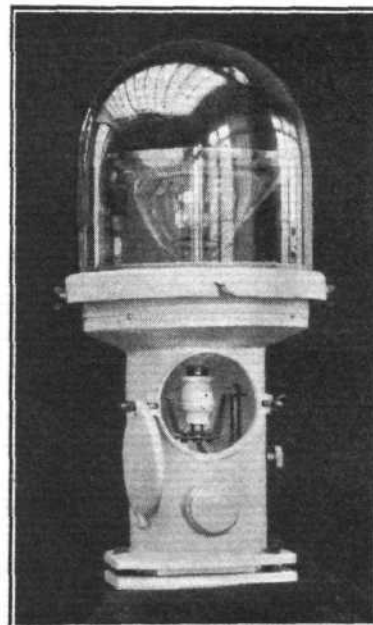
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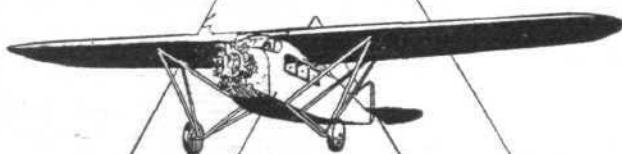
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THE ROYAL AIR FORCE

London Gazette, June 11, 1929

General Duties Branch

The follg. Pilot Officers on probation are confirmed in rank:—T. J. Davidson; Oct. 2, 1928. P. G. J. Atkinson; Feb. 22. The follg. Pilot Officers are promoted to rank of Flying Officer:—A. G. C. Somerhough; Sept. 19, 1928. R. W. P. Collings, T. J. Davidson; Jan. 1. J. R. Mathews; Jan. 18. R. S. Collins, P. Kinsey, J. F. X. McKenna and E. M. Thomas; March 10. F. T. K. Bullmore (Sec. Lieut., R.A., T.A.), G. Fachiri, J. A. Greenshields and V. S. W. Smyth; April 9. J. E. M. Bainbridge; May 1. The follg. Flying Officers relinquish their short service commns. on account of ill-health:—H. V. David; June 7. W. M. Phillips; June 10.

Stores Branch

Flight-Lieut. R. V. Robinson, O.B.E., is transferred to Reserve, Class C; April 22. (Substituted for Gazette, April 26.)

Accountant Branch

The follg. are granted permanent commns. as Pilot Officers on probation, with effect from and with seniority of June 3:—H. D. Nicholson, C. E. Hunter, F. W. Judge, G. E. Shirley, E. A. Biddle, C. F. G. Rogers, K. Fraser. Flying Officer J. R. Thomas resigns his permanent commn.; May 14. (Substituted for Gazette, May 21.)

Medical Branch

Flight-Lieut. S. F. Heatley, M.B., B.A., relinquishes his short service

commn. on account of ill-health; June 2. (Substituted for Gazette, May 28.)

Chaplain's Branch

The Rev. J. R. Walkey, M.A., is promoted to relative rank of Group-Capt., May 4. The Rev. W. T. Rees, B.D., is promoted to relative rank of Wing-Commander; June 4.

RESERVE OF AIR FORCE OFFICERS

General Duties Branch

Pilot Officer on probation G. M. Randall is confirmed in rank; April 25. Flight-Lieut. M. Burbidge is transferred from Class A to Class C; March 3. Flying Officer B. R. Rolfe is transferred from Class A to Class C; June 5. Flying Officer C. E. Young relinquishes his commn. on completion of service; May 1.

AUXILIARY AIR FORCE

General Duties Branch

No. 600 City of London (Bombing) Squadron.—Pilot Officer D. B. H. Coates relinquishes his commn. on account of ill-health and is permitted to retain his rank; April 29.

PRINCESS MARY'S R.A.F. NURSING SERVICE

Sister Miss M. Manders is placed on retired list on account of ill-health June 12.

ROYAL AIR FORCE INTELLIGENCE

Appointments.—The following appointments in the Royal Air Force are notified:—

General Duties Branch

Flight Lieutenants: C. E. W. Lockyer, to Marine Aircraft Experimental Estab., Felixstowe, 3.6.29; D. H. Carey, to H.Q., Iraq, 16.5.29; L. F. Pendred, D.F.C., to No. 1 Flying Training School, Netheravon, 4.6.29. G. N. Carroll, to Aeroplane and Armament Experimental Estab., Martlesham Heath, 1.6.29. C. W. Switzer, to R.A.F. Depot, Uxbridge, 17.5.29. A. H. Baker, to R.A.F. Training Base, Leuchars, 5.6.29. R. W. Pilling, to No. 16 Sqdn., Old Sarum, 6.6.29. L. C. Barling, to Station H.Q., Upper Heyford, 9.5.29. E. M. Thompson, to R.A.F. Practice Camp, Sutton Bridge, 4.6.29.

Stores Branch

Squadron Leader: T. Bell, M.M., to R.A.F., M.T. Depot, Shrewsbury; 6.6.29.

Flight-Lieuts.: R. H. Latham, to R.A.F. Base, Calshot; 9.5.29. E. A. Tottle, to H.Q., instead of Aircraft Depot, Iraq, as previously stated, 26.4.29. T. S. James, to H.Q., Iraq; 31.5.29.

Accountant Branch

Flying Officers: H. J. Titherington, to R.A.F., M.T., Depot, Shrewsbury; 27.5.29. A. L. Derry, to R.A.F. Base, Malta; 24.5.29.

Flying Officer: T. P. E. Campbell, to Aeroplane and Armament Experimental Establishment, Martlesham Heath, 17.6.29.

Pilot Officers:—The following Pilot Officers are all posted to H.Q., R.A.F., Cranwell, for a course of instruction in accountant duties on appointment to a

permanent commn. (on probation):—H. D. Nicholson, C. E. Hunter, F. W. Judge, G. E. Shirley, E. A. Biddle, C. F. G. Rogers, K. Fraser.

Medical Branch

Squadron Leader: G. S. Marshall, O.B.E., D.P.H., D.T.M. & H., to R.A.F. General Hospital, Iraq; 25.4.29.

Squadron Leader: C. P. Barber, to No. 10 Group H.Q., Lee-on-Solent, 27.6.29.

Flight Lieutenant (Hon. Sqdn. Leader): C. A. E. I. Brownlee, M.B., to R.A.F. Base, Gosport, 20.6.29.

Flight-Lieuts.: L. Freeman, to R.A.F. General Hospital, Iraq; 1.5.29. T. J. D. Atteridge, to Station H.Q., Kenley; 10.6.29. J. K. R. Landells, M.B., to R.A.F. Hospital, Cranwell; 26.6.29. F. L. White, to R.A.F. Training Base, Leuchars; 17.6.29. C. P. O'Toole, to R.A.F. Training Base, Leuchars; 20.6.29.

Flying Officers: G. W. McAleer, M.B., to R.A.F. General Hospital, Iraq; 1.5.29. J. F. McGovern, M.B., to R.A.F. General Hospital, Iraq; 1.5.29.

Chaplain's Branch

Rev. J. R. Appleyard, to H.Q., Halton, on appointment to a short Service Comm.; 29.5.29.

NAVAL APPOINTMENTS

The following appointments have been made by the Admiralty:—**Lieuts. (F./O., R.A.F.).**—Hon. J. M. Southwell, to Greenwich (June 16), and M. S. Slattery (F./L., R.A.F.), to Erebus (July 15).

Squadron-Ldr. E. B. Betts, Grantham, 138; 13. Air Vice-Marshal F. C. Halahan, Cranwell, 137.

Command Cup.—Shot on own ranges by Overseas Commands and at Bisley by Home Commands; teams of 8; 600 yds. delib., 500 yards rapid; 300 yds. rapid; 300 yards snap; 10 rounds at each practice; h.p.s., 1,600 pts.—1. Inland Area, 1,265; 2. Middle East, 1,251; 3. Coastal Area, 1,135; 4. Halton, 1,098; 5. Cranwell, 1,076; India, 1,021; 7. Lighting Area, 955; 8. Mediterranean, 806.

The Royal Air Force Memorial Fund

The usual meeting of the Grants Sub-Committee of the Fund was held at Iddesleigh House on June 6. Mr. W. S. Field was in the Chair, and the other Members of the Committee present were:—Mrs. L. M. K. Pratt-Barlow, O.B.E., Squadron-Leader A. H. Wann. The Committee considered in all 14 cases and made grants to the amount of £474 7s. 4d.

Wireless Transmission of Weather Maps

The Air Ministry announces:—Arrangements have been made by the Meteorological Office, Air Ministry, the British Broadcasting Corporation and Messrs. Wireless Pictures (1928) Ltd., for the experimental issue from Daventry (5XX) of weather maps by the Fultograph process of picture transmission. The map will be broadcast between 2 o'clock and 2.25 p.m. twice weekly on Tuesdays and Thursdays, as from June 18. Many people are already familiar with weather maps through their regular publication in several of the leading morning papers. The map to be broadcast will be prepared by the Meteorological Office and will be similar in form to those published in the press. Such a map showing the conditions over the British Isles and the neighbouring sea areas is not only of interest to many who receive the official forecasts and like to visualise the conditions on which they are based, but should be of great value to those who have sufficient knowledge of the weather to be able to base forecasts for their own locality upon it. The great difficulty in the past has always been to get weather maps delivered quickly enough for practical use to be made of them. Wireless transmissions will overcome this difficulty and though during the experimental period the 7 a.m. weather map will not be broadcast before 2 p.m., should the experiment prove successful it may be possible to arrange for an earlier transmission.

The "R. M. Groves" Memorial Prize Essay, 1929

The Air Ministry announces that the "R. M. Groves" Memorial Essay Prizes for 1929 have been awarded to the following Officers:—1st Prize, Wing-Commander C. H. K. Edmonds, D.S.O., O.B.E. 2nd Prize, Flight-Lieut. H. P. Lloyd, M.C., D.F.C. 3rd Prize, Flight-Lieut. R. P. M. Whitham, M.C. Special Prize, Sqdn.-Leader Hon. R. A. Cochrane, A.F.C.

R.A.F. Dinner Club Annual Dinner

The Seventh Annual Dinner of the R.A.F. Dinner Club will be held in the Connaught Rooms at 8 p.m. on July 12, the eve of the R.A.F. Display. Application for membership and for dinner tickets (price 10s.) should be made to the Hon. Secretary, Sq.-Ldr. J. O. Andrews, Air Ministry, Kingsway, W.C.2.

R.A.F. Rifle Meeting

The Royal Air Force Rifle Meeting concluded on June 7 with a second success for Flight-Lieut. S. Wallingford, the young officer who will exchange his British commission shortly for one in the New Zealand Air Force. Wallingford won the Grant-Dalton Cup with the highest score registered in the first stage of the R.A.F. Rifle Championship.

The new match for the Command Cup, which was open to the R.A.F. all over the Empire, was won by Inland Area with the fine score of 1,265 points. Corpl. Willott, of the winning team, registered a "possible" in the snap-shooting practice, a feat which is believed to be a record. The prizes were presented by the Chief of the Air Staff, Sir Hugh Trenchard. The winners were:—

Rifle Championship

1. Flight-Lieut. S. Wallingford (Calshot) ..	172	159—331
2. Flight-Lieut. G. H. Stainforth (Felixstowe) ..	159	163—322
3. L.A.C. O. H. McNair (Grantham) ..	155	165—320
4. Flying Officer J. Armour (Withering) ..	157	160—317
5. Flight-Lieut. C. J. W. Hatcher (Felixstowe) ..	155	159—314
6. Flight-Lieut. C. W. Hill (Henlow) ..	149	158—307
7. Flight-Sgt. F. H. Ford (Halton) ..	150	156—306
8. Sgt. A. Arrow (Gosport) ..	159	147—306
9. S.-L. H. Stewart (Manston) ..	144	161—305
10. L.A.C. A. Scott (Felixstowe) ..	149	155—304
11. A.C.I. F. Mansell (Felixstowe) ..	159	144—303
12. Cpl. C. Willott (Eastchurch) ..	155	146—301
13. P.O. A. Binley (Digby) ..	167	132—299

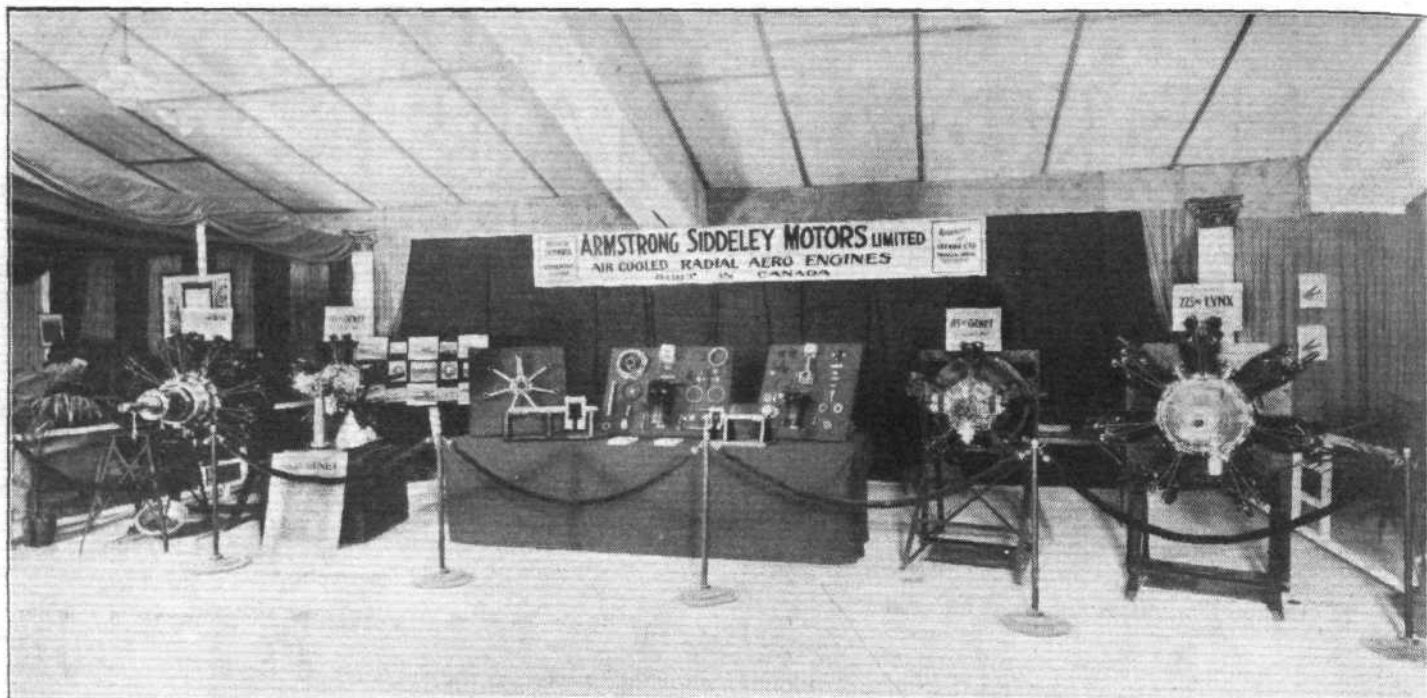
J. C. Halahan Cup.—S.R.b.: 300, 500 and 600 yds.; 10 shots at each range; h.p.s., 150 pts.—1 (after tie shoot). Corpl. C. Willott, Eastchurch, 145; 2. Flight-Lieut. S. Wallingford, Calshot, 145; 3. Flying Officer H. H. Ellison, Ulster, 142; 4. A.C.I. Paul, Eastchurch, 141; 5. Wing-Cmdr. A. T. Whitelock, Heyford, 140; 6. Wing-Cmdr. J. K. Wells, Woolwich, 140; 7. Sgt.-Major Taylor, Sealand, 140; 8. Flight-Lieut. C. E. Cullen, Retired List, 140; 9. Flight-Lieut. C. W. Hill, Henlow, 139; 10. Flight-Lieut. A. E. Dark, Retired List, 139; 11. L.A.C. C. H. McNair, Grantham, 139; 12.

Air Division Change

COMMANDER R. H. PORTAL, D.S.C., late Squadron Torpedo Officer in H.M.S. Hood, has joined the Air Division of the Naval Staff at the Admiralty, in succession to Commander Kenneth Edwards, D.S.O.

Air Ministry Appointments

THE Rt. Hon. Lord Thomson, C.B.E., D.S.O., Secretary of State for Air, has appointed Mr. C. Ll. Bullock, C.B., C.B.E., to be his Principal Private Secretary, and Mr. P. J. Oldfield to be his Assistant Private Secretary.



The fine range of Armstrong-Siddeley aero engines exhibited at the Canadian Aero Show in Montreal. An Armstrong-Whitworth "Siskin" (Jaguar) with uncovered fuselage and wing, and the Genet-Avian were also shown.

NON-STOP TO INDIA FLIGHT

(Concluded from page 502.)

The pilots had no practical alternative for avoiding the strong and persistent head winds from Baghdad to Karachi. They did test certain altitudes but without success, and were obliged to climb again. They could not afford to waste fuel in seeking other altitudes anyway. Meteorological experts told them afterwards that a more favourable passage prevailed below 2,000 ft., but you cannot fly safely down the Persian Gulf at that low altitude.

They climbed at Cranwell with their engine running at 2,340 revolutions, which was gradually reduced throughout the flight until at Baghdad they were running at 2,180 revs. and 2,120 revs. at Karachi. They flew guided by prepared graphs, taking their weight every hour. Had the speed been maintained at the rate at which they reached Baghdad, calculations prove they would have reached the extreme south of India, where an aerodrome was actually prepared, and even Ceylon.

The Fairey monoplane will be flown south, to Northolt or Martlesham, and be dismantled for the Olympia Aero Show in July. Afterwards it is probable that another attempt on the long distance record will be made with the same machine, although whether with the same pilots we do not know. It is the practice of the R.A.F. to share important flights amongst their best pilots.

Auto Auctions, Ltd.

AUTO AUCTIONS, LTD., who are the sole world distributors for the Blackburn "Bluebirds," are exhibiting one in their new showrooms at Burlington Gardens, Old Bond Street. It is the machine which Sqd.-Ldr. Ridley and Flight-Lieut. D'Arcy Greig will fly in the King's Cup Race, on July 5 and 6. Auto Auctions, Ltd., as previously stated, have taken one of the showrooms at Heston Aerodrome, where they will also give instruction on the "Bluebirds."

IMPORTS AND EXPORTS

AEROPLANES, airships, balloons and parts thereof (not shown separately before 1910.)

For 1910 and 1911 figures see FLIGHT for January 25, 1912.

For 1912 and 1913, see FLIGHT for January 17, 1914.

For 1914, see FLIGHT for January 15, 1915, and so on yearly, the figures for 1927 being given in FLIGHT, January 19, 1928.

	Imports.		Exports.		Re-exports.	
	1928.	1929.	1928.	1929.	1928.	1929.
	£	£	£	£	£	£
Jan.	1,220	2,852	157,598	74,307	330	100
Feb.	1,772	6,532	118,622	195,369	345	2
March	4,805	1,210	125,901	204,664	1,307	902
April	2,904	5,816	134,126	186,477	3	115
May	2,513	4,706	118,804	243,549	640	1,245
	13,214	21,116	655,051	904,366	2,625	1,552

PUBLICATIONS RECEIVED

Thèses Présentées à la Faculté des Sciences de l'Université de Paris : Etude Comparative des Poids de Construction d'un Monoplan et d'un Biplan. By Léon Kirste. Faculté des Sciences de l'Université de Paris, Paris.

The Halton Magazine and the Daedalus. June, 1929. Vol. I. No. 1. R.A.F. School of Technical Training, Halton, Bucks.

Speed! The Story of the Schneider Trophy. By T. S. Denham. The Pilot Press, 2, Little Essex Street, London, W.C.2. Price 3s. 6d.

Aluminium in Marine Construction. By Edgar T. Painton. The British Aluminium Co., Ltd., Adelaide House, King William Street, London, E.C.4.

AERONAUTICAL PATENT SPECIFICATIONS

(Abbreviations: Cyl. = cylinder; i.c. = internal combustion; m. = motor. The numbers in brackets are those under which the Specifications will be printed and abridged, etc.)

APPLIED FOR IN 1928

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- 4,926. A. P. THURSTON. Aircraft. (312,106.)
- 5,442. H. R. RICARDO. Pistons. (312,133.)
- 5,755. R. A. A. COUZINET. Airplanes. (312,258.)
- 6,665. G. H. DOWTY. Springing and shock-absorbing means for aircraft undercarriages, etc. (312,410.)
- 14,183. A. N. EATHER. Screw propellers. (312,482.)
- 30,212. GOODYEAR-ZEPPELIN CORPORATION. Gas cells for airships. (301,068.)

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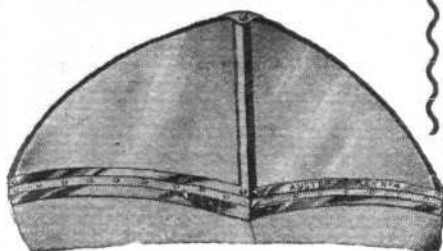
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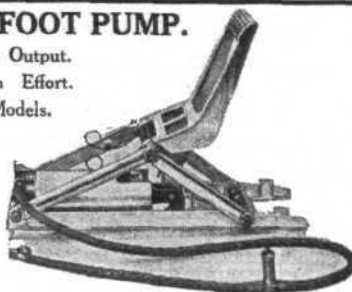
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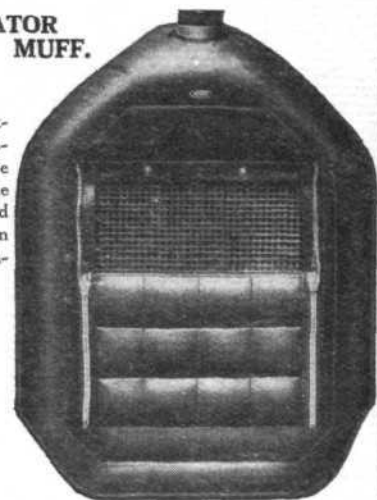
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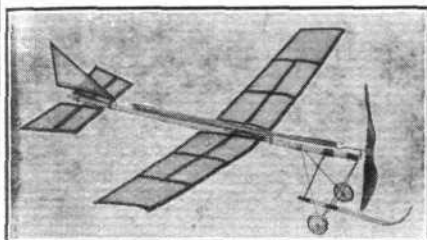
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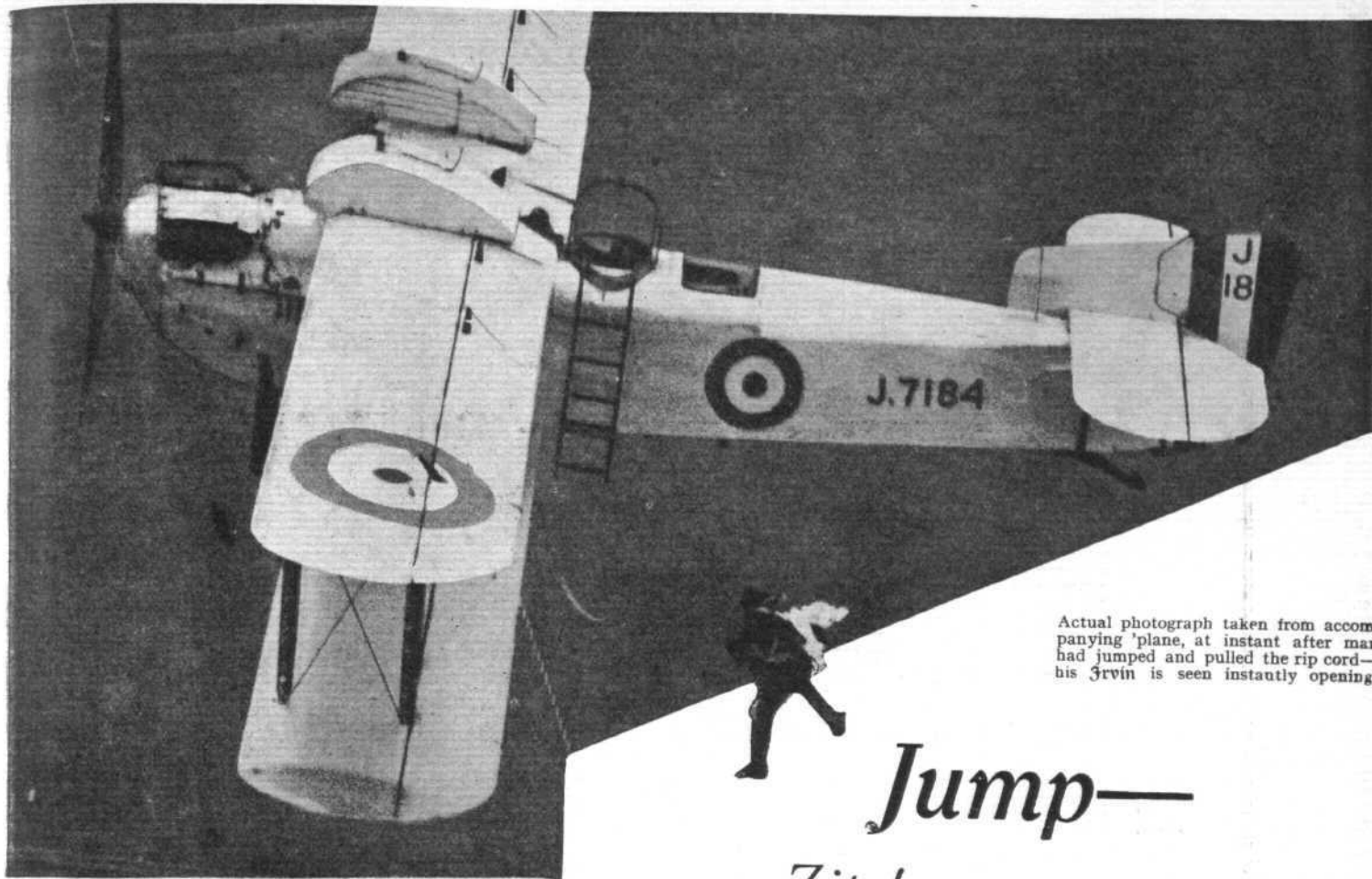
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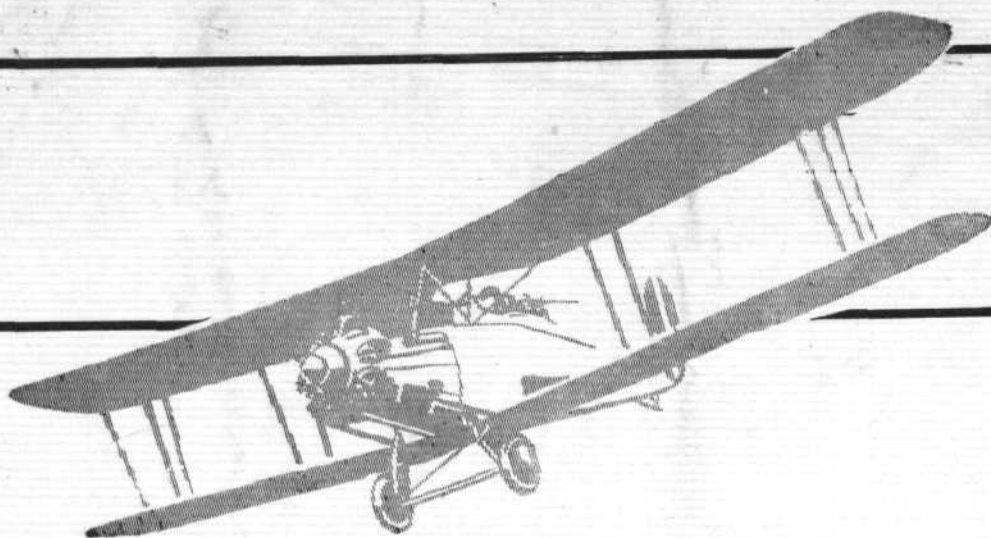
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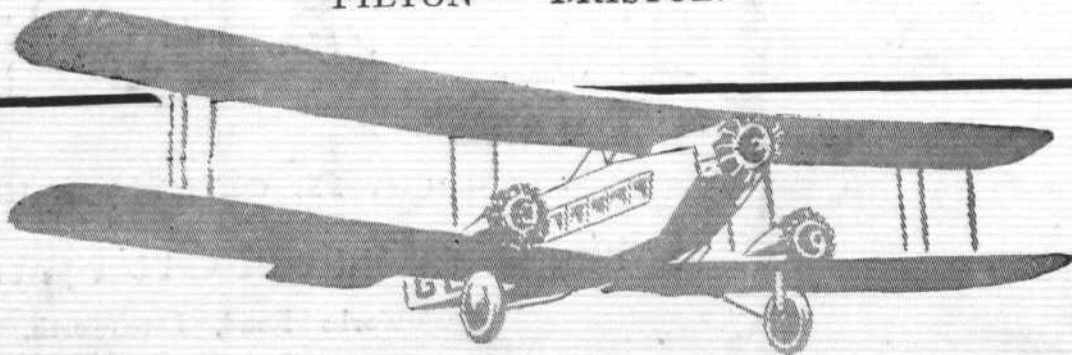
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